



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD



CLIMATE CHANGE STRATEGY AND ACTION PLAN

ANNUAL IMPLEMENTATION REPORT

FINANCIAL YEAR 2024/25

Making progress possible. Together.

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Aerial view of the peninsula at Zeekoevlei

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INTRODUCTION

This is the fourth annual progress report on the implementation of the City of Cape Town Climate Change Strategy and Action Plan. The Climate Change Strategy was adopted by Council in May 2021, and the Climate Change Action Plan (CCAP) - a detailed, programme-level implementation plan of the strategy - was approved by the City Manager in August 2021. Subsequently, a monitoring and evaluation framework was developed and approved, with the aim of both tracking progress against the actions contained in the CCAP and monitoring evolving trends in indicators to assess whether the medium-term outcomes linked to the goals of the Climate Change Strategy and Action Plan are being achieved. To date, three annual progress reports for the [2021/22](#), [2022/23](#) and [2023/24](#) financial years respectively have been published and presented to the City's administrative and political leadership.

Climate Change Strategy and Action Plan:

Previous annual implementation reports:

This report covers the following:

- ✓ An overview of the local and global context since the previous progress report, providing information about the accelerating pace of climate change, as well as policy progress
- ✓ An assessment of progress towards achieving 97 programme-level actions contained in the CCAP, excluding the four Climate Change Leadership Review actions,ⁱ which were assessed in the previous report
- ✓ An assessment of progress against a set of 49 medium-term outcome indicators linked to the goals of the Climate Change Strategy and Action Plan

Drafted between September and November 2025, this report deals with the 2024/25 financial year, i.e. July 2024 to June 2025. However, to make the report as current as possible, section 2 may include events that have occurred up until the time of drafting. In addition, as actions are implemented over several financial years, some sections may include discussion of processes that were initiated in previous years.

This reporting process is intended to serve multiple purposes. Firstly, it aims to determine whether the CCAP is on track and whether it requires amendment or updating, considering that it is meant to be a 'living' document that is updated regularly to reflect any changes in the City's approach to climate change response. Secondly, the process aims to identify any significant implementation gaps so that these can be addressed, and to determine additional support needed, such as technical assistance or external finance. Thirdly, it is intended to support the City's existing reporting commitments through the CDPⁱⁱ and to international partner organisations, as well as to promote transparency regarding the City's climate change response work to a range of stakeholders, including provincial and national government, businesses and residents. Finally, the report aims to provide information to City staff and other local and regional stakeholders to ensure that those working on activities relating to climate change response remain up to date regarding the City's progress.

i These actions target important strategic areas that need to be pursued by multiple departments through multi-stakeholder collaboration. The actions are located in highly transversal areas where it is important for the City, as an organisation, to show leadership in a citywide climate change action plan.

ii Initially established as the Carbon Disclosure Project, the CDP is a not-for-profit organisation that runs a global climate change response disclosure system for investors, companies, cities, states and regions. It is the main reporting platform for C40 member cities.

CONTEXT

Since the previous year's reporting, a number of significant events have occurred locally, nationally and internationally. This section of the annual progress report provides a much-needed updated context within which the City's implementation progress should be understood.

Click on each of the context sections below to read more about what has happened since the previous report:

CLIMATE GOVERNANCE

INTERNATIONAL EVENTS

UNFCCC Conference of the Parties (COP30)

The United Nations Framework Convention on Climate Change (UNFCCC) 30th Conference of the Parties (COP30) took place from 10 to 21 November 2025 in Belém, Brazil, and focused on developing an action agenda to implement the findings of the first Global Stocktake. The Stocktake had found that current climate action efforts are insufficient, and that global greenhouse gas emissions should fall by 43% by 2030 from the 2019 baseline to limit global warming to 1,5 °C.ⁱ



Credit: Mariana Castano Cano @C40

Subnational press conference during UNFCCC COP30.

The main outcome of COP30 was the [Global Mutirão decision](#), which included the following components:ⁱⁱⁱ

- ✓ **Establishment of a Just Transition mechanism:** This mechanism strengthens the Just Transition work programme by making it more actionable, with a focus on enhancing international cooperation, technical assistance, capacity-building and knowledge-sharing. Its aim is to support equitable and inclusive pathways towards a just transition across countries and sectors.

ⁱⁱⁱ The draft Global Mutirão decision is available at https://unfccc.int/sites/default/files/resource/cma2025_L24_adv.pdf. The formal document will be published and made available online in due course.

- ✓ **Loss and Damage Fund:** In addition to the completion of the third review of the Warsaw International Mechanism, which guides knowledge-building and coordination, and enhances support for addressing loss and damage, the Fund for Responding to Loss and Damage launched its first call for funding requests, with a total of \$250 million available. The funding request officially opened on 15 December 2025, and the approval process will start in June 2026.
- ✓ **Climate finance:** A new collective quantified goal was adopted that mobilises \$1,3 trillion per year by 2035, with adaptation finance set to triple by 2035. The decision lacks a baseline year, but emphasises that developed countries are urged to significantly increase support for climate action.
- ✓ **Conclusion on the Gender Action Plan:** The Gender Action Plan aims to strengthen the use of disaggregated data and gender analysis decision-making, promotes collaboration across gender and climate sectors, supports gender-responsive budgeting and finance, and elevates the leadership of indigenous, African-descendant and rural women.
- ✓ **Measuring progress under the Global Goal on Adaptation:** A list of 59 voluntary and non-prescriptive indicators was adopted, spanning all sectors. The indicators cover key elements to assess global adaptation progress, including indicators to track the means of implementation, one indicator on gender-responsive adaptation policies, and suggestions for disaggregation.
- ✓ **Unilateral trade measures:** In a first for a COP, the decision creates three annual dialogues that aim to foster open discussion and transparency around trade issues linked to climate action. The dialogues will be held at the Bonn meetings in 2026, 2027 and 2028.

UN General Assembly and New York Climate Week 2025

In September 2025, New York City hosted a series of major climate-focused events ahead of COP30, including the United Nations (UN) General Assembly High-Level Week and New York Climate Week. Marking the UN's 80th anniversary, the General Assembly placed strong emphasis on climate change, sustainability, and reforming global financial systems to better support vulnerable countries. In addressing the Assembly, South African President Cyril Ramaphosa highlighted Africa's disproportionate exposure to climate impacts, noting that extreme weather events continued to undermine development gains, drive food insecurity, and damage infrastructure. He called on all nations to honour their commitments under the principle of common but differentiated responsibilities.

The Climate Summit 2025: The Path to COP30, convened by the UN Secretary-General during High-Level Week, brought together heads of state, local leaders, business and civil society. Several countries, including China and Nigeria, announced new climate targets, while developing nations stressed the importance of fully integrating adaptation, resilience as well as loss and damage measures into national climate commitments. They also reiterated the urgent need for scaled-up climate finance. In the days leading up to the summit, the UN and the Brazilian COP30 presidency hosted a series of Climate Solutions Dialogues, focusing on themes such as energy transition, early warning systems, extreme heat, methane reduction and digital infrastructure.

Running alongside these events, New York Climate Week, the world's largest annual climate gathering outside the COP process, featured more than 900 activities under the theme "Power on". The week showcased progress across clean energy, climate finance, green jobs and climate justice, reinforcing momentum in the lead-up to COP30. Together, these events helped shape the global political landscape ahead of negotiations in Belém, highlighting the need for greater ambition, stronger finance and deeper multilevel cooperation.

Second Africa Climate Summit, Addis Ababa

The Second Africa Climate Summit was held from 8 to 10 September 2025 in Addis Ababa under the theme “Accelerating Global Climate Solutions: Financing for Africa’s resilient and green development”. The summit focused on inclusive climate action, climate finance and Africa-led solutions,^{iv} highlighting the continent’s leadership in advancing climate justice, equity and innovation.

With more than 25 000 participants – including heads of state, policymakers, scientists, civil society and international organisations – the summit provided a platform to shape Africa’s unified position ahead of COP30. Its main outcome^v was the African Leaders Addis Ababa Declaration on Climate Change and Call to Action, which emphasised adaptation, resilience and nature-based solutions. The declaration called for sustained support to scale African-led initiatives such as the Great Green Wall, the African Forest Landscape Restoration Initiative, and Ethiopia’s Green Legacy Initiative. Leaders also announced significant financial commitments to advance these efforts across the continent.



The City’s Disaster Risk Management Centre hosted the G20 Disaster Risk Reduction Working Group with a site visit to the Green Point Urban Park in October 2025.

^{iv} A summary of the summit, including the financial commitments made, is available at https://au.int/sites/default/files/pressreleases/45364-pr-PRESS_RELEASE_ACS2_11_Sept_2025_rvD_2.pdf.

^v Public statement on the Addis Ababa declaration from the Second Africa Climate Summit, available at <https://www.afalab.org/the-latest/2025-09-16-public-statement-on-the-addis-ababa-declaration-from-the-second-africa-climate-summit-1/>.

South Africa's hosting of the 20th G20 Summit

South Africa's hosting of the 20th G20 Summit in Johannesburg from 22 to 23 November 2025 marked a historic moment, being the first G20 presidency on African soil. Under the theme "Solidarity, equality, sustainability", South Africa placed the needs and priorities of Africa and other developing regions at the centre of the agenda, including strengthening disaster resilience and response, debt sustainability for low-income countries, mobilising finance for a just energy transition, and harnessing critical minerals for inclusive development. To drive progress towards these priorities, three task forces were established, focusing on economic growth and inequality, food security, and artificial intelligence and data governance, respectively.

The G20 South Africa Summit: Leaders' Declaration² was unanimously adopted during the first few hours of the summit, reflecting these priorities. The declaration was informed by negotiations during COP30, emphasising support for, and the significance of, climate change. The declaration^{vi} additionally highlighted the need for investment in infrastructure, healthcare, education and other development needs, as well as food security and financial stability.

Alongside the summit, South Africa also declared³ gender-based violence and femicide a national disaster, following nationwide protests that were labelled the G20 Women's Shutdown. This supported action to address the findings of a UN report⁴ released in the months leading up to the G20, namely that climate change impacts were intensifying the social and economic stresses that contributed to the increasing prevalence and severity of gender-based violence. UN Women⁵ had previously estimated South Africa's femicide rate to be among the world's highest, at five times the global average.

South Africa's G20 presidency facilitated a series of working group meetings during 2025, partnering with various city governments across the country, including the City of Cape Town ('the City'). This created a unique opportunity to elevate recognition of the role of local governments as essential partners in translating climate action into measurable impacts on the ground. The City actively contributed to the G20 climate agenda through its involvement in key working groups, including those on Disaster Risk Reduction, Environment and Climate Sustainability, and Energy Transition.

The following two key agreements were adopted as a result of the meeting of the Environment and Climate Sustainability Working Group held in Cape Town:

- ✓ The Cape Town Ministerial Declaration on Crimes that Affect the Environment, which called for stronger global cooperation to combat illegal wildlife trade, deforestation, mining, hazardous waste trafficking, and other transnational crimes that undermine environmental security, societies and economic integrity
- ✓ The Cape Town Ministerial Declaration on Air Quality, which committed G20 members to foster synergies among different policies and sectors, mobilise all funding sources, improve data and monitoring, and scale up support for communities most affected by air pollution

Johannesburg and Tshwane's hosting of the eighth U20 Summit

The first U20 Summit held in Africa took place in Johannesburg and Tshwane in September 2025, co-chaired by the two cities and convened by C40 Cities and United Cities and Local Governments. The summit brought together representatives from 20 cities – among them Ahmedabad, Freetown, Accra, Rotterdam and Amsterdam – to highlight how local governments were advancing inclusive and impactful solutions to global challenges. The 2025 U20 cycle focused on four priorities: economic opportunities and financing, climate action and urban resilience, social inclusion and equity, and digital transformation and innovation. These themes built on commitments developed in earlier U20 cycles. The U20 Summit followed a U20 Sherpa Meeting hosted in June 2025, where 27 cities from G20 countries refined joint priorities. The main outcome of the U20 Summit was a communiqué, endorsed by 39 cities, including Cape Town, which called for stronger multilevel cooperation and positioned cities at the centre of global climate-related decision-making.

^{vi} The G20 South Africa Summit: Leaders' Declaration is available at <https://dirco.gov.za/wp-content/uploads/2025/11/2025-G20-Summit-Declaration.pdf>.



Credit: Blowfish Productions

Executive Mayor of Johannesburg Dada Morero during the U20 Summit, co-chaired by Johannesburg and Tshwane in September 2025.

Hosting of the 2024 Earthshot Prize in Cape Town

The hosting of the Earthshot Prize^{vii} in Cape Town in November 2024 was another first for Africa. The initiative was launched in 2020 by His Royal Highness the Prince of Wales and Sir David Attenborough. The global environmental award recognises innovative solutions to climate and environmental challenges under five 'Earthshots', namely Protecting and Restoring Nature, Cleaning Our Air, Reviving Our Oceans, Building a Waste-Free World, and Fixing Our Climate. The five category winners were each awarded a £1 million prize to scale up and accelerate the implementation of their proposed solutions. The City of Cape Town supported the hosting of the event, with Mayor Geordin Hill-Lewis taking the opportunity to welcome the event to Cape Town by highlighting the City's leadership in environmental protection and innovation.

The 2025 C40 World Mayors Summit and COP30 Local Leaders Forum in Rio de Janeiro

The C40 World Mayors Summit, held as part of the COP30 Local Leaders Forum from 3 to 5 November 2025 in Rio de Janeiro, came at a critical moment for climate action, ten years since the Paris Agreement and on the eve of COP30. The biennial summit brought together urban leaders from around the world to discuss how cities can drive implementation of the Paris Agreement and promote just, sustainable and climate-resilient futures.

^{vii} More information can be accessed at <https://earthshotprize.org/the-prize/cape-town-2024>.

As the central event of the COP30 Local Leaders Forum, which is co-hosted by Bloomberg Philanthropies and the COP30 presidency, the C40 World Mayors Summit offered a platform for high-level dialogue, peer learning and partnership-building.

The City of Cape Town, represented by Deputy Mayor Ald Eddie Andrews and senior officials from the Future Planning and Resilience Directorate, reaffirmed its leadership commitment to climate action. The City contributed to discussions on climate finance, adaptation, the energy transition, integrating resilience into infrastructure planning, and strengthening multilevel governance. A clear message emerging from the event was the urgent need to scale up urban climate finance as a core outcome of the COP30 process.

The summit also provided valuable opportunities for the City to engage directly with finance institutions and development partners, exchange knowledge with fellow C40 cities, and highlight Cape Town's clean energy ambitions. For instance, the City's commitment to scale up clean energy was featured during the opening plenary as part of the [C40 Yearly Offer of Action](#) advocacy campaign, as was information on how the City is aligning fiscal responsibility with innovation through the Greater Cape Town Water Fund.



City of Cape Town Deputy Mayor Ald Eddie Andrews (first left) during the African Regional Convening at the C40 World Mayors Summit.

17th Annual BRICS Summit held in Rio de Janeiro

The 17th Annual BRICS Summit took place from 6 to 7 July 2025 in Rio de Janeiro. It was attended by an expanded BRICS membership, including five new members and nine new partner nations who joined in October 2024 and January 2025 respectively. The outputs of the summit included confirmation of new and reinforced cooperation mechanisms to achieve goals such as eradicating hunger, tackling climate change, and developing emerging technologies. Here, BRICS nations reaffirmed their commitment to strengthening multilateralism and Global South cooperation, and signed a joint declaration titled "Strengthening Global South Cooperation for More Inclusive and Sustainable Governance".

NATIONAL CLIMATE CHANGE LEGISLATION, POLICY DEVELOPMENT AND ENGAGEMENT PROCESSES

South Africa's national legislation on climate change is anchored by the Climate Change act 22 of 2024, which President Cyril Ramaphosa promulgated on 17 March 2025. The Act provides a legal framework for South Africa to transition to a low-carbon, climate-resilient economy. Commencement of certain provisions of the act has been deferred while supporting regulations are being finalised. These deferred sections pertain to the provincial and municipal climate change response requirements, the national adaptation framework, and mechanisms for setting and achieving greenhouse gas emissions reduction goals and carbon budgets.

At the time of reporting, the Draft National Greenhouse Gas Carbon Budget and Mitigation Plan Regulations and accompanying technical guidelines had been published under the Act, with the aim of establishing a mandatory carbon budgeting system for high-emitting entities.^{viii} The regulations require affected entities to register, obtain a carbon budget, develop and implement a mitigation plan, and report their emissions annually. These draft regulations and guidelines represent a key step in implementing South Africa's climate change policy.

Although deferred until the National Adaptation Strategy and Plan is finalised, the act stipulates the development of a climate change response implementation plan as a future requirement for South African metropolitan and district municipalities. It further envisions the establishment of municipal forums on climate change, which coordinate and report on climate change response actions. The City has taken a proactive approach in this regard and established an internal Climate Change Response Forum in October 2024.

The Climate Change Act also prescribes national-level sector adaptation strategies and plans. These will identify and spatially map risks and vulnerabilities for specific sectors, and will include measures for all affected spheres of government to manage and implement recommended adaptation responses. To date, the national Department of Forestry, Fisheries and the Environment (DFFE) has developed a Climate Change Coastal Adaptation Response Plan, which they launched in June 2025. The response plan provides a strategic framework to guide efforts in building coastal resilience.

While the Climate Change Act is the cornerstone of South Africa's climate legislation, it operates within a broader policy and strategy context:

- ✓ South Africa's carbon tax increased to R236 per tonne carbon dioxide equivalent (tCO₂e) from 1 January 2025, alongside fuel levy increases to 14c/litre for petrol and 17c/litre for diesel from April 2025, as per the **Carbon Tax Act 15 of 2019**. Offset use is being expanded, and older credits remain valid until 2028. Draft carbon budget regulations will require major emitters (≥30 000 tCO₂e) to set baselines, develop mitigation plans, and comply with budgets, with penalties for non-compliance. Phase 2 reforms (2026–2030) propose lowering tax-free allowances, increasing offset use, and tightening electricity sector benchmarks. While current municipal impacts are limited, phasing out tax-free allowances by 2030 for high carbon fuels may significantly affect municipalities that generate electricity from such fuels.
- ✓ **The Integrated Resource Plan (IRP)** sets South Africa's long-term electricity mix and balances cost, supply security and environmental impacts. The updated IRP, adopted in October 2025, envisions R2,23 trillion in investment and 105 000 MW of new capacity by 2039. This includes 34 000 megawatts (MW) wind, 25 000 MW utility scale solar photovoltaic (PV), 16 000 MW distributed generation, 8 500 MW storage, 16 000 MW gas to power, and 5 200 MW nuclear, potentially including small modular reactors. The IRP

^{viii} The regulations apply to data providers whose annual emissions exceed 30 000 tCO₂e.

has major implications for emissions, affordability and energy security. For municipalities, it will influence electricity procurement, pricing and grid integration of local generation, and will require infrastructure upgrades and revised financial planning to align with evolving national energy objectives.

- ✓ The process for the five-year update of **South Africa's Nationally Determined Contribution (NDC)**, as required under the UNFCCC and Paris Agreement, commenced in 2025. The draft second NDC was released by the Department of Forestry, Fisheries and the Environment (DFFE) for public consultation in July 2025 and outlined updated mitigation targets and adaptation goals for 2026–2030 and 2031–2035. The City of Cape Town participated actively in the local government consultations facilitated by the Presidential Climate Commission (PCC). The final NDC, submitted by DFFE in October 2025 to the UNFCCC, incorporates several PCC recommendations, but keeps the 2030 emissions target unchanged and excludes proposals such as a national climate finance coordination platform. It does, however, strengthen adaptation planning, acknowledge loss and damage, and commit to scaling up climate finance.
- ✓ The **draft National Climate Change Gender Action Plan** is being finalised, with public consultation now completed. The aim of the plan is to ensure that gender considerations are integrated into climate change policies, programmes and strategies, in addition to enhancing gender mainstreaming in South Africa's NDCs. The plan is based on the outcomes of previous work, stakeholder consultations, and the National Dialogue for Gender-Climate Mainstreaming conducted in July 2022.

WESTERN CAPE PROVINCIAL CLIMATE CHANGE POLICY DEVELOPMENT

The Western Cape Provincial Government's^{ix} Department of Environmental Affairs and Development Planning (DEA&DP) continues to coordinate the implementation of the [Western Cape Climate Change Response Strategy](#) and Implementation Plan, which envisions net-zero emissions and climate resilience for the province by 2050. Key work for the implementation of the response strategy and plan included the development and publishing of the Western Cape Climate Adaptation Pathways^x in March 2025. The document aims to guide the response to climate change in the Western Cape through the implementation of four pathway focus areas, namely agriculture and food security, water security, ecological infrastructure, and built infrastructure. The approach promotes inclusivity and local ownership in the implementation of adaptation options, and seeks to address siloed climate change responses by emphasising integration with broader development objectives and adjacent sectoral planning processes.

Additionally, Province hosted the second annual convening of the Mediterranean Climate Action Partnership (MCAP) in May 2025, which City of Cape Town officials also attended. MCAP is a group of subnational governments with similar climate, environmental and socioeconomic conditions, working together to respond to the impacts of climate change. The meeting offered an opportunity for members to share best-practice examples from their regions and learn from peers facing similar climate risks at the nexus of drought, extreme heat and wildfire.

The MCAP event also included a Mini-Sprint project acceleration session, which featured three projects selected from a list of nine submitted by members. The three approved projects for funding and capacity support involve the Western Cape: a regional heat island monitoring and prediction tool developed by Santiago Metropolitan Region, the Western Cape and California, a set of water management practices through coastal wetland resilience developed by Catalonia, the Western Cape and Central Greece, and a wildfire spatial planning, risk and biodiversity prioritisation system developed by the Western Cape, Catalonia, and New South Wales.

^{ix} Hereafter 'Province'.

^x The 2025 Western Cape Climate Change Adaptation Pathways defines an adaptation pathway as "an adaptation planning approach that creates flexibility between multiple possible strategies through immediate and future actions, to achieve a desired state of resilience".



Delegates at the second annual convening of the Mediterranean Climate Action Partnership, hosted by the Western Cape Government in May 2025.

LOCAL GOVERNANCE OF CLIMATE CHANGE RESPONSE

As noted in the previous year's report, the monitoring, evaluation and reporting of the City of Cape Town Climate Change Strategy and Action Plan is coordinated by the City's Risk and Resilience Department, under the transversally functioning Future Planning and Resilience Directorate.

Over the past several years, a number of steps have been taken to integrate climate risk into the City's portfolio and project management process. These include an assessment of both the three-year and ten-year capital projects portfolio in 2023, and again in 2025. The results of the 2025 analysis have not yet been published. However, the 2023 assessment identified multiple projects where the City was already investing in climate change response, and also highlighted gaps where additional investment was required. The analysis revealed a total of 1 436 projects contributing to climate resilience, valued at approximately R55,5 billion, in the ten-year capital portfolio.^{xi} In addition, a climate budget tagging process is carried out for the three-year capital budget each year to identify which of the City's projects and programmes are planned to and/or will address climate change adaptation and mitigation, either as a primary goal or as a co-benefit. The City's policy process also includes the consideration of climate change and resilience objectives in the development of all relevant strategies, policies and by-laws. Together, these steps all support the stronger integration of climate change response into future service delivery programmes and projects.

The Risk and Resilience Department continues to ensure the operation of the City's Climate Change Response Forum (CCRF), which aims to enhance the coordination of Citywide climate change response activities, monitoring, reporting and knowledge-sharing. The inception meeting of the CCRF took place on 25 November 2024, with further meetings held in June and November 2025. The intention is for the CCRF to meet at least twice a year, with opportunities for ad hoc meetings on key topics throughout the year, as required.

^{xi} For more details, see the 2023 Infrastructure Report at https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/CCT_Mayors_Infrastructure_Report_2023.pdf.



GREENHOUSE GAS EMISSIONS

STATE OF CAPE TOWN'S GREENHOUSE GAS EMISSIONS

Cape Town's greenhouse gas (GHG) emissions are reported to the CDP annually. Consistent with global best practice, the data is drawn from a GHG inventory prepared according to the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories methodology. The CDP reviews the quality of the annual submissions and, in December 2025, awarded the City of Cape Town an A-rating for its 2025 submission. Cape Town has been reporting to the CDP for over ten years and has been the only African city to receive this rating consistently since the current rating system was initiated in 2019.

The most recent GHG inventory update was completed in July 2025 (based on 2023 data) as part of the extensive Cape Town State of Energy and Carbon report update. The following are key points that have influenced reporting relating to the city's GHG emissions:

- ✓ An external service provider has developed new accounting tools to improve the management and traceability of data and address the many data challenges that occur at local-level jurisdictions in developing countries.
- ✓ Data collection and estimation methodologies have been revised to better integrate newer, higher-quality data sources – such as the survey of larger scheduled emitters (SAGERS)^{xii} by the DFFE, and travel data from the Google Environmental Insights Explorer – with older sources and insights from stakeholder engagement with the oil industry. In the process, some transport fuels have been allocated to regional exports and scope 3 emissions, reducing transport emissions reported under the BASIC framework.
- ✓ The Intergovernmental Panel on Climate Change methodology for aerobic wastewater treatment plants – the backbone of Cape Town's system – changed to one where even 'well-managed' plants are now assumed to incur methane emissions, more than doubling estimated wastewater emissions.
- ✓ The scope of emissions reporting was extended to include Agriculture, Forestry, and Other Land Use (AFOLU) and Industrial Processes and Product Use (IPPU) emissions. The latter includes the significant contribution of demand-side HFCs^{xiii} from air-conditioning units – an aspect not always factored in by regions reporting IPPU emissions. However, these new emissions sectors have not been integrated into reporting against targets, as, for the time being, this remains at the so-called BASIC level rather than the more extensive BASIC+ level.^{xiv}

^{xii} South African Greenhouse Gas Emissions Reporting System.

^{xiii} Hydrofluorocarbons (HFCs) are a group of synthetic gases primarily used for cooling and refrigeration.

^{xiv} BASIC and BASIC+ are reporting levels in the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories, differentiating emissions based on data availability and calculation methods. BASIC includes scope 1 and 2 from stationary energy and transportation, and scope 1 and 3 from waste. BASIC+ builds on this by adding emissions from other sectors, such as IPPU and AFOLU, as well as scope 3 from out-of-boundary transportation.

Figure 1 shows the trends in total and per capita GHG emissions versus their respective target trajectories. The 2,6% decrease in estimated GHG emissions between 2022 and 2023 is largely attributable to the following two factors:

✓ **Electricity**

- In 2023, severe load-shedding meant that significantly less electricity was supplied. However, while the average customer experienced interruptions 15% of the time, actual reduced energy use was somewhat less because of customers using portable storage and shifting load.
- Given that load-shedding was driven by low coal plant availability, the proportional renewable share of electricity also increased.

✓ **Liquid fuels**

- There was a methodology change in the allocation of liquid fuels to scope 1 of the transport sector, caused by the lower quality and coverage of established data sources and the availability of new data sources.
- Moreover, petrol and diesel attribution for 2023 was challenging and, therefore, more uncertain, as extreme electricity supply interruptions caused widespread use of on-site generators, but also extensive dispatch of the 1 327 MW diesel-fired peaking plant located in the city.

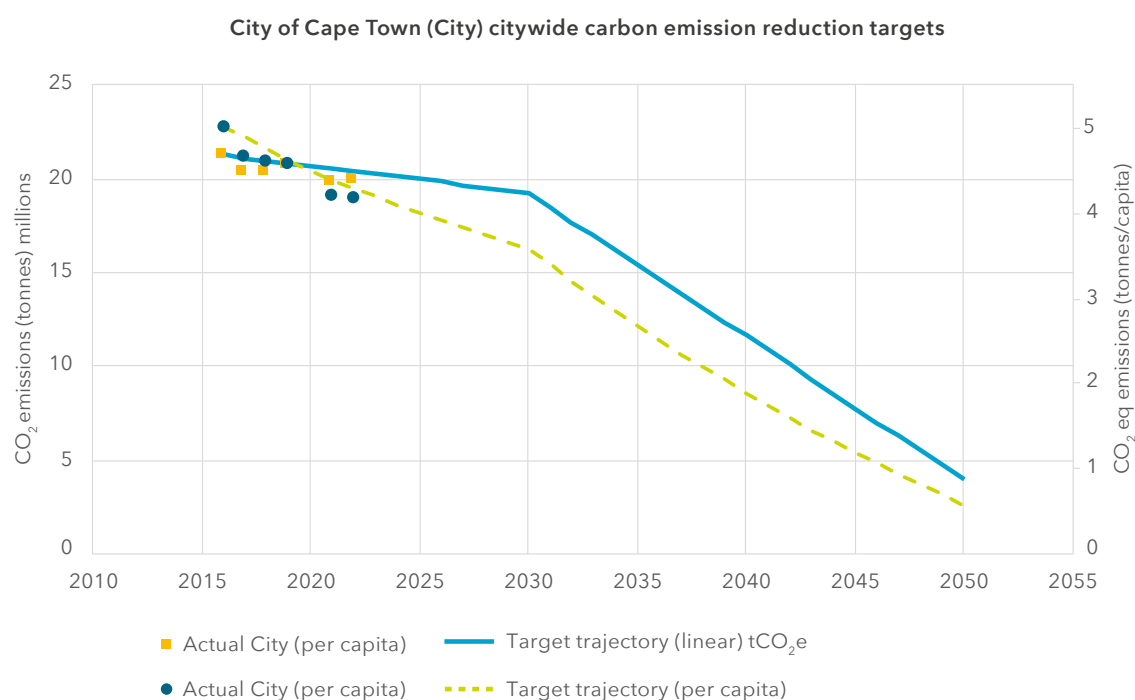


Figure 1: City of Cape Town progress against carbon targets, 2016-2023

Sectoral emissions shares, illustrated in figure 2, show that transport remained the largest emitting sector, even though the share of emissions was reduced by the change in methodology and fuel allocation to the different sectors. Electricity consumption by the residential, commercial and industrial sectors accounted for half of all GHG emissions.

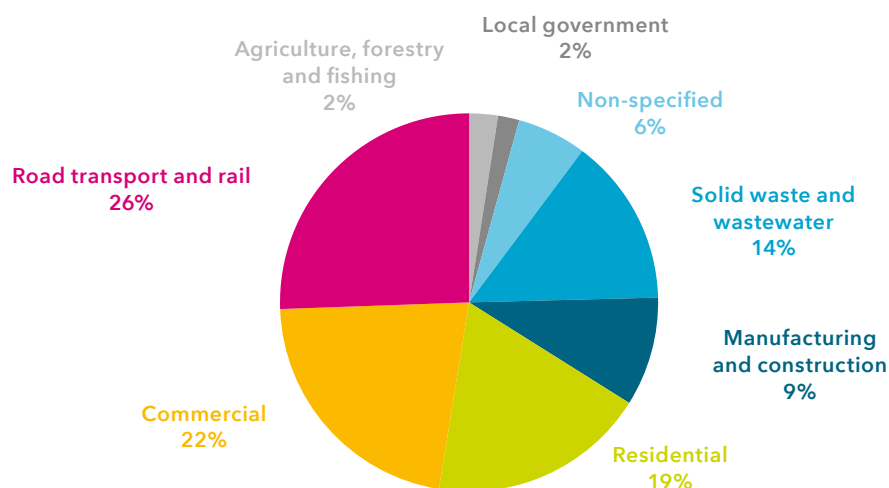


Figure 2: Sectoral GHG emissions contributions for Cape Town, 2023

The trends in absolute emissions by sector (figure 3) further illustrate the change in transport and wastewater emissions as a result of the changes in methodology.

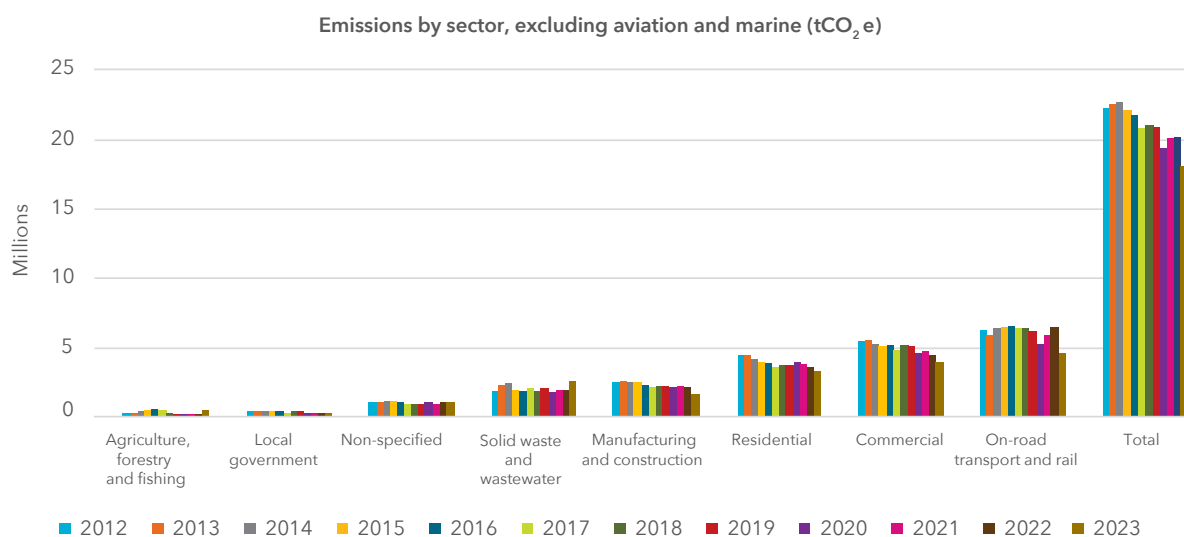


Figure 3: Sectoral trends in GHG emissions for Cape Town, 2012-2023

Load-shedding was extremely severe in 2023: Varying levels of rolling blackouts were implemented for 6 820 hours of the 8 760 hours in the year, or around 77% of the time. This caused a drop in consumption by the residential, commercial, manufacturing and construction sectors. Although electricity consumption was likely partially offset by the diesel used by on-site generators, this diesel use is difficult to estimate.

Since 2024, national load-shedding has eased off substantially, with Cape Town experiencing 1 149 hours of load-shedding in 2024, and 170 hours in 2025 to date^{xv}. Eskom's adequacy outlook assessed the probability of severe load-shedding to be low in the short and medium term. Restored reliability of the electricity supply as well as ongoing population migration into Cape Town could see a rebound in emissions in the next data reporting year and beyond, depending on the technology that underpins new generating capacity locally and nationally. Nevertheless, the accelerated uptake of small-scale embedded generation (SSEG) in Cape Town in response to load-shedding (figure 4), particularly in the residential sector, will have a long-term muting effect on emissions.

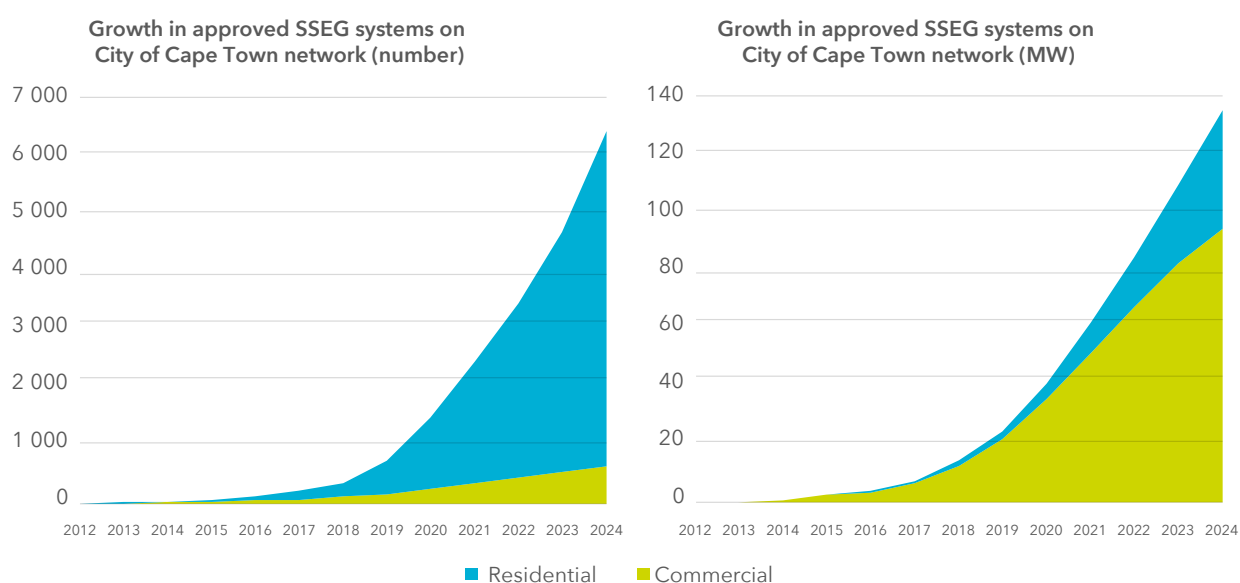


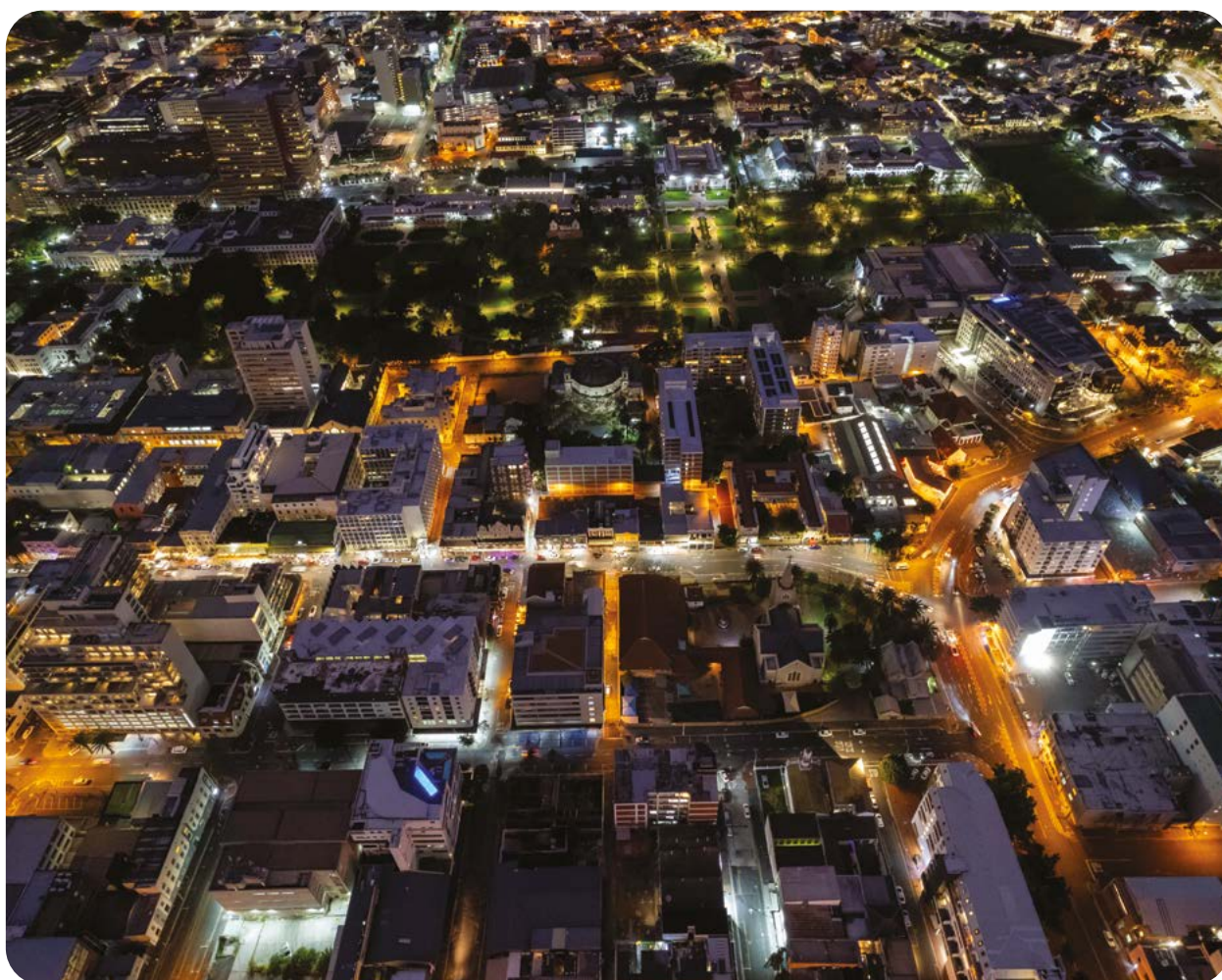
Figure 4: Exponential growth in registration of residential SSEG systems on the City of Cape Town's supply network

^{xv} The City has implemented a range of targeted measures to reduce the severity and frequency of load-shedding experienced in its own supply areas. Central to this response is the use of the Steenbras hydro pumped storage scheme as a dispatchable energy source, combating load-shedding by reserving generating units specifically for load-shedding response. The scheme enables the City to reduce the impact of load-shedding on its supply consumers by up to two stages, depending on duration. However, while this intervention is important for protecting Cape Town from economic losses associated with load-shedding, pumped storage consumes more grid electricity in pumping than it generates. Therefore, the scheme currently increases the relative share of non-renewable electricity in the City's grid supply and is not helping to meet decarbonisation targets, unless renewable electricity were to be wheeled and stored.

At a national level, the load-shedding crisis, combined with the reform of the Electricity Regulation Act to remove the obligation to license power projects with the National Energy Regulator of South Africa (NERSA), led to a dramatic increase in renewable energy projects. While official figures on project maturity or operating status are not available, the scale is so vast that even if a minority of projects are actually completed, a large impact on grid emissions can be expected by 2030, when combined with current and future rounds of the Renewable Energy Independent Power Producers Procurement Programme. An unknown factor that is currently difficult to assess is whether this renewable energy will be traded on the wholesale market, where it will influence the grid emission factor of subnational entities such as the City, or whether it will be wheeled to large commercial customers. The City is in the process of developing an energy trading tender, expected to be advertised in early 2026, which will give it access to direct wheeling of renewable energy to its customers.

A more detailed exploration of Cape Town's energy and carbon emissions will be available in the latest Cape Town State of Energy and Carbon Report, anticipated to be published in early 2026. The report, which is updated every five years, profiles Cape Town's energy system in detail and directly supports the goal of a data-driven and evidence-led administration. It informs the City's GHG inventory and climate mitigation planning and can be utilised by decision-makers, researchers and planners.

The previous State of Energy and Carbon report (2021) is available as a downloadable publication on the [City's website](#), and as viewable and downloadable data on the administration's [Open Data Portal](#).



CAPE TOWN'S CARBON EMISSIONS REDUCTION TARGETS

As part of its 2021 CCAP, Cape Town adopted a 'science-based target' for reducing GHG emissions. Science-based targets have emerged from the collaborative efforts of a number of organisations worldwide to ensure that subnational entities' target-setting processes are consistent, have integrity, and align with the goals of the Paris Agreement. Currently, three main methodologies are recognised and being integrated into the CDP reporting and evaluation process. As a C40 member city, Cape Town adopted the C40 Deadline 2020 Framework, which assigns a decarbonisation trajectory according to the socioeconomic typology allocated to C40 members. The typologies are primarily based on income and reflect a city's state of economic development and resulting capacity to transition in the short term.

According to this typology system, Cape Town is regarded as a "late-peaking developing city", meaning modest growth up to 2030 at the margin of the emissions reduction target envelope, and rapid reduction in absolute emissions thereafter. The City has set targets within this typology envelope through a comprehensive technical process that was presented to the City's Executive Management Team in September 2020. This supplemented an extensive scenario-based decarbonisation modelling exercise undertaken during the CCAP planning phase, with additional analyses including benchmarking and an assessment of uncertainty in the sectoral emissions systems of electricity, buildings, transport and waste.

Based on this process, the City has set the following 2030 and 2050 emissions reduction targets, summarised below with an indication of progress based on its BASIC GHG emissions inventory:

Table 1: City of Cape Town voluntary carbon targets under the C40 Deadline 2020 Framework

Target	Target year	Baseline emissions (2016)	Emissions in most recent reporting year (2022)	Target trajectory emissions	% of target achieved
9,4% absolute cut in emissions (off a 2016 baseline)	2030	21 252 347 tCO ₂ e	19 404 174 tCO ₂ e	19 252 347 tCO ₂ e	92%
81% absolute cut in emissions (off a 2016 baseline)	2050	21 252 347 tCO ₂ e	19 404 174 tCO ₂ e	4 000 000 tCO ₂ e	11%

While a 9,4% (equating to 2 tonnes) absolute emissions cut by 2030 may seem modest in the context of the Paris Agreement – which requires global average cuts of 40–60% – Cape Town's high population growth rate must also be accounted for. If the current 2% annual population growth rate persists, which is possible, this equates to a 30% decrease in per capita emissions by 2030, which is appropriately challenging for the current local economic circumstances.

While a high share of the 2030 target has seemingly been achieved, an upturn in economic growth and continued population growth could change the picture considerably on even a five-year view. The key driver in the next five reporting years is electricity supply and demand. As shown in figure 5, the magnitude of the shift required in the electricity sector depends largely on transport and waste emissions. If emissions from these two sectors increase modestly or decline slightly, it is estimated that attaining the target will require only a net 10% energy-efficiency improvement, combined with 7% clean electricity supply from locally procured or produced renewable generation, including SSEG. However, population-indexed growth in transport and waste emissions would require either a bigger energy-efficiency improvement of 22% or a greater renewable-electricity share of 20%.

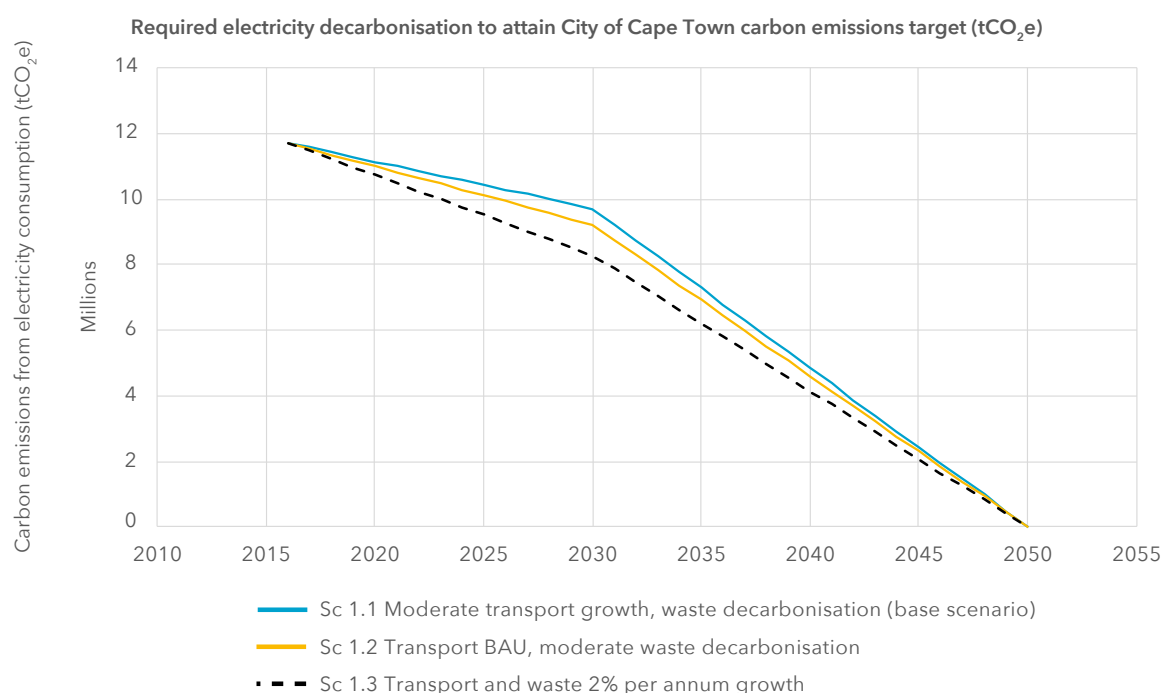


Figure 5: Electricity's contribution to City of Cape Town's 2030 carbon emissions reduction target for three scenarios of transport and waste emissions growth



The City's direct contribution to the 2030 target is largely based on enabling the supply of renewable electricity from 250 MW of utility-scale solar PV capacity.

The City's direct contribution to the 2030 target is largely based on enabling the supply of renewable electricity from 250 MW of utility-scale solar PV capacity, either procured by the City or wheeled to customers. These projects are now spread across the construction, contracting and planning stages. The severity of load-shedding between 2021 and 2024 drove exponential growth in private solar PV systems. This could potentially lead to Cape Town attaining a 15-20% renewable electricity share in the medium term, subject to overcoming regulatory constraints. The City has also begun constructing an ambitious expansion of its MyCiTi bus network (Phase 2A).



Transport emissions impact the magnitude of shift required in the electricity sector (Photo - construction of the expansion of the City's MyCiTi bus network is under way).

Approaching the end of 2025, risk on the supply side had been somewhat tempered by much reduced load-shedding, along with a rapidly changing supply sector and regulatory landscape at the national level. A wholesale electricity market model was designed and extensively engaged on by the newly established National Transmission Company of South Africa (currently serving as the transmission system operator under the Electricity Regulation Amendment Act of 2024), with nationwide training now in progress. Strongly driven by the Presidency, these reforms are designed to ensure both more reliable and lower-carbon electricity supply. From an investment perspective, however, a market could change the reference price for energy – currently Eskom's municipal rate – making business cases uncertain.

At this stage, there is reason to be optimistic that the load-shedding crisis (currently in abeyance), while damaging in the short term, has driven an outcome where the interim carbon target will be exceeded, even if transport and waste emissions may increase for the time being.

Beyond 2030, the emissions trajectories for burden-sharing schemes such as Deadline 2020, which are premised on late peaking in developing countries, require very rapid decarbonisation. For a developing-country economy such as South Africa's, where it is now clear that socioeconomic challenges exacerbated by climate impacts will persist well beyond 2030, meeting targets will ultimately depend on technology diffusion from faster-mitigating economies, and the cost and speed of integration of these technologies. However, the building blocks of power system decarbonisation are in place, and the availability and uptake of electric vehicles of various technologies are slowly increasing. Cape Town remains committed to enabling these technologies where this is possible under its powers and mandates.





CLIMATE SCIENCE

IPCC SEVENTH ASSESSMENT REPORT (AR7) CYCLE

The Intergovernmental Panel on Climate Change (IPCC) Seventh Assessment Report (AR7) cycle officially commenced in July 2023 with the election of the IPCC and taskforce bureaux at the IPCC's plenary session in Nairobi. As is customary, AR7 will again include reports from Working Group I (The Physical Science Basis of Climate Change), Working Group 2 (Impacts, Adaptation and Vulnerability), and Working Group 3 (Mitigation of Climate Change), working towards the release of a synthesis report in 2029.

In August 2025, the IPCC concluded the selection of authors for AR7, with 664 experts from 111 countries appointed as coordinating lead authors, lead authors and review editors. Demonstrating the body's commitment to ensuring diversity among authors, 46% of authors are female scientists and 51% are from developing countries or countries with economies in transition.

During the previous cycle (AR6), it was agreed that two additional reports would be compiled during AR7, namely the [2027 IPCC Methodology Report on Inventories for Short-lived Climate Forcers](#) and a [Special Report on Climate Change and Cities](#). The outlines of these two reports were discussed and agreed at the 61st session of the IPCC, held from 27 July to 2 August 2024 in Sofia, Bulgaria.

The 2027 IPCC Methodology Report on Inventories for Short-lived Climate Forcers will provide guidance on how to account for these pollutants more accurately in GHG inventories. Short-lived climate forcers are a set of chemically and physically reactive compounds that have atmospheric lifetimes typically shorter than two decades and are known to have an impact on the climate. The report will focus on those compounds that are not already adequately accounted for in existing methodologies. These include nitrogen dioxide (NO₂) and nitric oxide (NO_x), carbon monoxide (CO), sulphur dioxide (SO₂), ammonia (NH₃), non-methane volatile organic compounds (NMVOCs), black carbon (BC), organic carbon (OC), and emissions of primary particulate matter.

The AR7 Special Report on Climate Change and Cities, in turn, will be an important document for cities around the world that are faced with the dual challenges of mitigating and adapting to climate change. The first meeting of the lead authors of this report took place in March 2025 in Osaka, Japan, bringing together nearly 100 selected experts from more than 50 countries. This meeting marked the beginning of the drafting process for the special report, which is expected to conclude by March 2027. As agreed at the 61st session of the IPCC, the report will include the following chapters:

- ✓ Cities in the context of climate change: framing of the report
- ✓ Cities in a changing climate: trends, challenges and opportunities
- ✓ Actions and solutions to reduce urban risks and emissions
- ✓ How to facilitate and accelerate change
- ✓ Solutions by city types and regions

The expert review of the first-order draft of the report is due to be completed in the course of December 2025, after which the reviewers' comments will be considered and addressed.

Further outputs planned for AR7 are the Methodology Report on Carbon Dioxide Removal Technologies, Carbon Capture Utilisation and Storage, as well as a revision of the 1994 IPCC technical guidelines on impacts and adaptation, including adaptation indicators, metrics and guidelines.



WORLD METEOROLOGICAL ORGANIZATION

The World Meteorological Organization (WMO) is a specialised agency of the United Nations, responsible for promoting international cooperation on atmospheric science, climatology, hydrology and geophysics. The WMO annually publishes a number of reports relating to climate change, including a focus on both the physical climate processes as well as actual and projected impacts on communities and the environment.

Of the range of reports published in 2024/25, the following three are of particular relevance to the City of Cape Town:

WMO Global Annual to Decadal Climate Update (2025-2029)

Key messages from this annual report include the following:⁶

- ✓ There is an 80% chance that at least one of the next five years will exceed 2024 as the warmest on record.
- ✓ There is an 86% chance that at least one of the next five years will be more than 1,5 °C above the 1850-1900 average.
- ✓ There is a 70% chance that five-year average warming for 2025-2029 will be more than 1,5 °C.
- ✓ Long-term warming (averaged over decades) remains below 1,5 °C.
- ✓ Arctic warming is predicted to continue outstripping the global average.
- ✓ Precipitation patterns show significant regional variations.

State of the Climate in Africa 2024

This edition is the fifth in the series of the annual African report, with a special focus on loss and damage. Its key messages include the following:⁷

- ✓ Africa experienced the warmest decade on record between 2015 and 2024.
- ✓ A record-high sea surface temperature was measured in 2024.
- ✓ Droughts and floods destroy lives and livelihoods across Africa.
- ✓ Natural climate drivers continue to play an important role, with El Niño being a major factor in the extreme weather patterns observed in 2024.
- ✓ Digital transformation and the use of artificial intelligence offer major potential for enhancing the accuracy and accessibility of weather services in Africa.
- ✓ Early warnings and climate adaptation must be scaled up.

Climate Change and Workplace Heat Stress

This technical report, the first to address this specific issue, offers an in-depth analysis of the multifaceted impacts of rising heat levels on occupational safety and health. It contains the following key messages:⁸

- ✓ The frequency and intensity of extreme heat events have risen sharply, increasing risks for both outdoor and indoor workers.
- ✓ Worker productivity drops by 2-3% for every degree above 20 °C.
- ✓ Health risks include heatstroke, dehydration, kidney dysfunction and neurological disorders, all of which hinder long-term health and economic security.
- ✓ Approximately half of the global population suffer adverse consequences of high temperatures.



According to the *State of Climate in Africa 2024* report, Africa experienced the warmest decade on record between 2015 and 2024.

EXTREME-EVENT ATTRIBUTION STUDIES

Extreme-event attribution is a growing area of climate science that is becoming increasingly necessary in a rapidly changing global climate. The goal of these studies is to scientifically determine whether, and to what extent, extreme weather events are linked to climate change, and therefore, to better understand the role that long-term climate change is playing in the occurrence of extreme weather events. It is important to note that climate change is not the cause of extreme weather events. Rather, climate change significantly increases the frequency and intensity of extreme weather events, meaning that these occur more often and more severely than they would have without climate change.

Since 2014, the World Weather Attribution (WWA) initiative has developed and implemented methods to conduct extreme-event attribution quickly yet thoroughly. This is to address the challenge posed by the traditional scientific publishing model, namely that “[s]cientific studies on extreme weather events, going through peer-review, are usually published months or even years after an event occurred, when the public has moved on and questions about responsibilities, rebuilding or relocating have been debated without taking scientific evidence on the influence of climate change into account”.⁹

Similar to previous reporting years, 2024/25 saw a number of high-profile extreme weather events occurring across the globe, including severe fires, intense heatwaves and significant flooding. Analyses conducted by the WWA during the year in review found that climate change contributed to the following weather events:^{xvi}

Drought and water scarcity

- ✓ Extreme drought in Sicily and Sardinia (September 2024)

Extreme heat, heatwaves and wildfires

- ✓ Heatwave conditions that resulted in health alerts being issued in the United Kingdom (June 2025)
- ✓ Record-breaking heat in Iceland and Greenland (May 2025)
- ✓ An intense heatwave in Central Asia (March 2025)
- ✓ Extreme heat over much of East Africa, particularly South Sudan (February 2025)
- ✓ Pantanal (Brazil) wildfires (August 2024)
- ✓ A deadly Mediterranean heatwave (July 2024)

Heavy rainfall and flooding

- ✓ Heavy rainfall and widespread flooding in New South Wales, Australia (May 2025)
- ✓ Extreme rainfall and a record number of tornado warnings in Mississippi, United States (April 2025)
- ✓ Extreme rainfall and flooding in Argentina (March 2025)
- ✓ Heavy rainfall and flooding in southern Botswana and eastern South Africa (February 2025)
- ✓ Exceptionally heavy rainfall in eastern Spain (October 2024)
- ✓ Extremely heavy and sometimes unprecedented rainfall in large parts of the Sahel region, leading to catastrophic flooding (July–September 2024)
- ✓ Extremely heavy rainfall in Nepal, causing devastating flash floods and landslides (September 2024)
- ✓ Category 4 Hurricane Helene, causing major flooding in the southeastern parts of the United States (September 2024)
- ✓ Record-breaking rainfall in Central Europe, including Poland, Czechia, Austria, Romania, Hungary, Germany and Slovakia (September 2024)
- ✓ Landslide-triggering rainfall in northern Kerala, India (August 2024)

Full details of all the studies mentioned above, including the methodologies used, are available on the WWA website at www.worldweatherattribution.org.

^{xvi} The dates in brackets indicate when the studies were published.



Sardinia suffered extreme drought conditions in September 2024.



SIGNIFICANT WEATHER AND CLIMATE EVENTS

As noted in the section above, it is not always straightforward to determine whether individual extreme events are linked to climate change or are simply due to natural variations in weather patterns.

However, the IPCC AR6 Working Group I report notes the following: "Regional changes in the intensity and frequency of climate extremes generally scale with global warming. New evidence strengthens the conclusion from the IPCC Special Report on Global Warming of 1,5 °C (SR1.5) that even relatively small incremental increases in global warming (+0,5 °C) cause statistically significant changes in extremes on the global scale and for large regions (high confidence). In particular, this is the case for temperature extremes (very likely), the intensification of heavy precipitation (high confidence) including that associated with tropical cyclones (medium confidence), and the worsening of droughts in some regions (high confidence)."¹⁰

As a result, it is reasonable to anticipate that extreme weather events will increase both in intensity and frequency as climate change continues.

GLOBALLY SIGNIFICANT WEATHER EVENTS

Extreme heat, heatwaves, drought and wildfires

Extreme heat worsens drought conditions and increases wildfire risk, highlighting the interconnected nature of these climate change hazards and impacts. During 2024/25, a number of unprecedented heat events globally were also linked to droughts and severe wildfires.

The WMO confirmed¹¹ that 2024 was the warmest year on record, while the decade from 2015 to 2024 was the warmest ten-year period on record. The global average surface temperature in 2024 was 1,55 °C above the 1850-1900 average, marking the first calendar year with a global mean temperature of more than 1,5 °C above the benchmark. Additionally, the United Kingdom Met Office temperature outlook¹² for 2025 suggests that the year will likely be one of the three warmest years for global average temperatures, after 2024 and 2023.

According to a new report,¹³ 49% of the global population experienced at least 30 days of extreme heat between May 2024 and April 2025. For purposes of the report, extreme heat was defined as heat exceeding 90% of the temperatures observed in the local area in the period 1991-2020. In addition, climate change doubled the number of extreme heat days across 195 countries compared to what would have been the case in a world without climate change.

In 2025 to date, January was declared the warmest January globally,¹⁴ February and June were the third warmest on record,¹⁵ and March through May recorded the second highest monthly temperatures on record.¹⁶ Several areas experienced record-high temperatures over the first six months of the year, including Spain, which had its warmest June in 64 years, and England, which experienced its highest temperatures for June since records began in 1884. Additionally, extreme heat conditions were observed across most areas of China, Southwest Australia and the Mediterranean region, with cities and towns across western and southern Europe experiencing temperatures in the 40-48 °C range.

Higher-than-average temperatures were recorded across the United States, northern Canada and Central Asia, while Japan, areas across China as well as Korea observed record-breaking heat. Africa experienced record-breaking land and ocean temperatures, which caused severe droughts, especially across Southern Africa. Countries including Zimbabwe, Zambia, Botswana and Namibia experienced their worst droughts in decades, which had a ripple effect in the form of crop failures and food insecurity.

The most notable heatwave anomalies¹⁷ were experienced in the Nordic countries from mid-July, with temperatures exceeding 30 °C. Finland experienced 22 consecutive days of temperatures above 30 °C, which is the country's longest heatwave on record. Parts of northern Norway recorded 13 consecutive days of temperatures above 30 °C in July. These prolonged heat conditions caused overcrowded and overheated hospitals, wildfires, toxic algal blooms, and a surge in drownings (likely as a result of more people swimming or using waterbodies to cool down).

Other examples of impacts¹⁸ experienced worldwide included train cancellations, outdoor construction work being suspended from midday, a prohibition on public events in non-air-conditioned spaces during extreme heat events, an increase in demand for street fountains to access drinking water, and an increase in demand for cooling, which led to new swimming locations being opened or bans lifted in previously unauthorised swimming areas. Globally, extreme weather also kept at least 242 million¹⁹ learners out of school in 2024, with a large share of these disruptions occurring in sub-Saharan Africa. There is increasing evidence that heat directly affects educational outcomes, worsening educational inequality in developing regions.²⁰

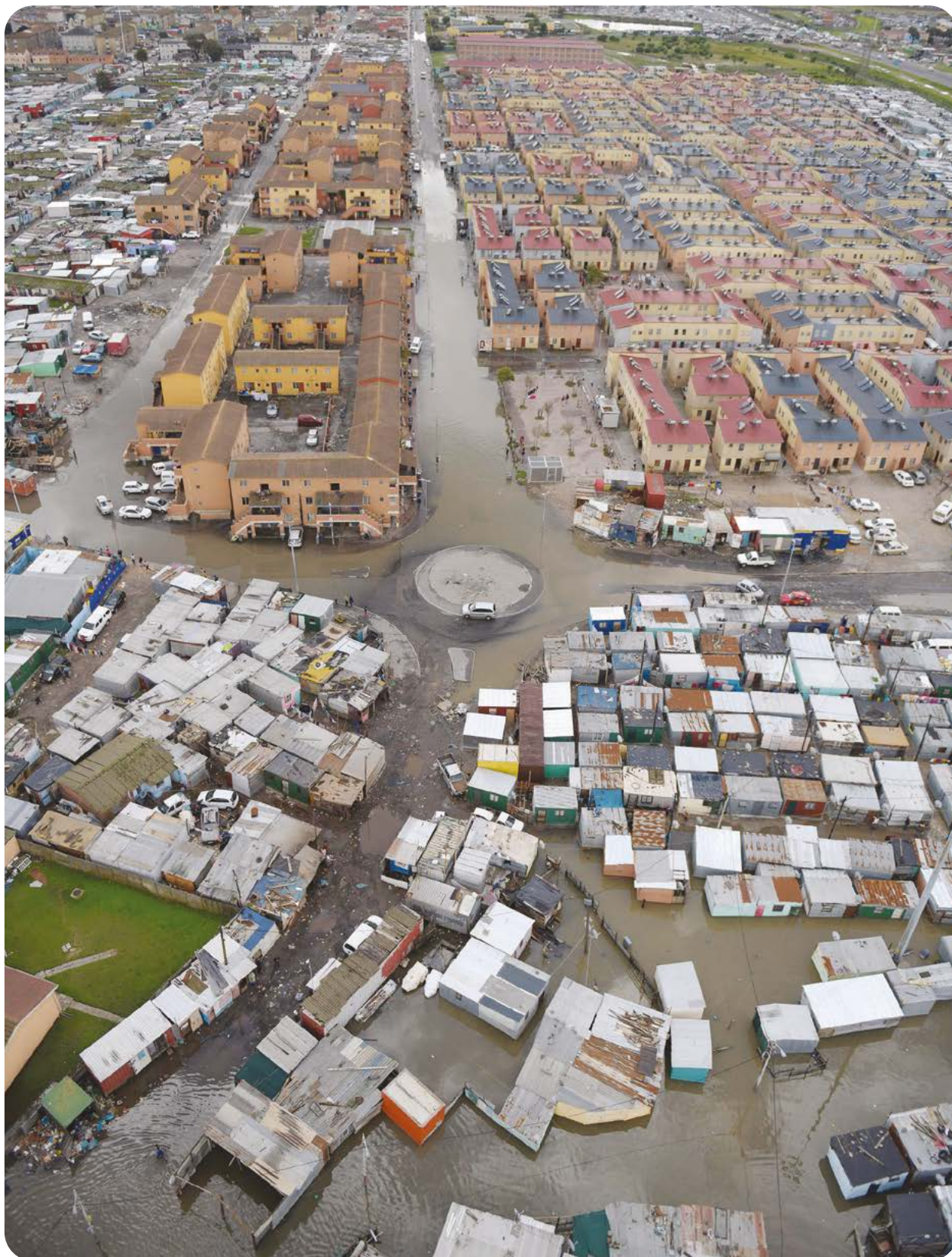
Additionally, droughts between 2023 and 2025²¹ affected many regions across the world, with countries in Southern and Eastern Africa and the Mediterranean (in particular parts of Türkiye) being among the hardest hit. These droughts caused widespread food insecurity, crop failures, water shortages and energy disruptions. The combination of extreme heat and drought conditions fuelled fires worldwide. The flammable conditions created in forests saw wildfires surpassing agriculture and logging as the leading cause of deforestation. As of June 2025, over 100 million hectares²² of land had already burned globally since the beginning of the year. While Greece experienced its worst fire season to date, Africa accounted for roughly half of all land burned, followed by significant wildfire losses recorded in Oceania, as well as in countries such as Russia, the United States, Brazil and Canada.

Extreme rainfall, flooding and storm events

Significant flooding, rainfall and storm events took place in numerous parts of the world in 2024/25. A total of 27 countries across Africa's tropical zone experienced significantly heavier rainfall than usual in 2024, reflecting global trends of increased rainfall intensity.²³ The resulting floods affected around 11 million people, causing 2 500 deaths, displacing 4 million people, and affecting agriculture, livestock and healthcare facilities. In Niger, Nigeria, the Democratic Republic of Congo as well as Mali, over 10 million children were unable to attend school due to widespread damage. The prolonged rainy season, extending into November in several regions, also heightened health risks such as malaria, pneumonia and cholera due to contaminated water supplies.

Further south on the African continent, intense rainfall in February 2025 triggered devastating floods across southern Botswana and eastern South Africa, resulting in at least 31 deaths – 22 in KwaZulu-Natal and nine in Gaborone – including six children. The disaster displaced over 5 000 people and caused widespread disruption, including the closure of schools in Botswana and major border ports into South Africa. Many communities became isolated, with emergency services struggling to reach affected areas. The floods created severe traffic chaos and highlighted the vulnerability of infrastructure in these regions.²⁴

On 7 March 2025, Bahía Blanca, Argentina, experienced its heaviest recorded rainfall, with over 300 mm – nearly half the annual average rainfall – falling in just eight hours following a period of extreme heat across the region.²⁵ The flooding affected more than 300 000 people, resulting in 16 deaths, 1 400 displacements, and an estimated \$400 million in damages. At the same time, heatwaves affected 61 cities in central-north Argentina, with Buenos Aires suffering blackouts and traffic disruptions due to peak energy demand. While no heat-related mortality data is yet available, past events suggest increased health and safety risks during such extreme weather events.



Flooding remains a significant threat to both formal and informal settlements, disrupting communities, infrastructure, and livelihoods.

In early April 2025, severe flooding claimed at least 33 lives in Kinshasa, Democratic Republic of Congo, after the Ndjili river overflowed because of unusually heavy rains.²⁶ The floods destroyed and submerged key infrastructure, cutting off access to drinking water in 16 communes, damaging roads and homes, and causing widespread power outages. Nearly half of the city's districts were affected, with the poorer outskirts hit hardest, and key routes, including the main road to the airport, submerged. The disaster followed already elevated river levels due to unusually heavy rainfall at the end of March 2025.

Between 2 and 6 April 2025, catastrophic flooding severely affected the Central Mississippi river valley in the United States, with some areas receiving over 400 mm of rain, the highest ever recorded in this region.²⁷ The floods caused at least 24 deaths. In response, Tennessee, Kentucky and Arkansas declared states of emergency. Widespread damage affected eight states, with economic losses estimated between \$80 and \$90 billion, and power outages affecting over 100 000 residents. The United States National Weather Service described the event as "potentially historic", highlighting its unexpected scale and impact.

In late June, heavy rainfall across Colombia and Venezuela triggered widespread flooding, deadly landslides and overflowing rivers. One of the worst incidents occurred in Granizal near Medellín, Colombia, where a massive landslide claimed 27 lives. In Venezuela, the states of Mérida, Trujillo and Táchira were severely affected, with the overflowing Motatán and Burate rivers damaging infrastructure and sweeping away homes and vehicles. The disaster followed days of sustained rainfall on already saturated ground, intensifying its impact.²⁸

Hurricane Melissa was a major event in the 2025 Atlantic hurricane season. It struck Jamaica on 28 October 2025 as a Category 5 storm, the strongest in the island's recorded history, bringing extreme winds, torrential rain and storm surges that devastated infrastructure and displaced thousands.²⁹ Preliminary estimates place economic losses at around \$8,8-9 billion, nearly 41% of Jamaica's gross domestic product, with broader impacts potentially exceeding \$48 billion.³⁰ The severity of the event triggered Jamaica's \$150 million catastrophe bond and payouts from regional risk pools, providing critical funds for recovery.³¹ In the aftermath, health authorities reported an outbreak of leptospirosis and warned of rising risks of dengue fever and waterborne diseases, compounding the humanitarian crisis.³²

Monsoon season was especially intense in 2025,³³ with the southwest monsoon arriving earlier than expected. This early arrival, combined with unusual weather patterns, led to widespread damage. One major factor was the increased number of western disturbances – storms that usually occur in winter, but are now appearing more often during the monsoon due to climate change. These disturbances are particularly dangerous when they coincide with cyclonic systems. By early August, Pakistan had recorded 300 deaths, with over half caused by collapsing homes.³⁴

NOTABLE WEATHER EVENTS IN CAPE TOWN AND THE WESTERN CAPE

As mentioned in the 2023/24 edition of this report, researchers³⁵ described the Western Cape's 2024 winter

as “extreme and remarkable”, and “nearly as extreme a climate event as the severe drought that struck the region between 2015 and 2018”. The season brought heavy rainstorms, disruptive snowfall, extreme wind and low temperatures through cold fronts and cut-off lows. July 2024³⁶ specifically saw a series of back-to-back cold fronts with record-breaking rainfall. The resultant flooding burst riverbanks, damaged infrastructure and displaced hundreds of people across the province.

According to data from the South African Weather Service (SAWS), the Oranjezicht weather station in Cape Town measured 317,6 mm of rain for July 2024 compared to the 81,8 mm recorded for July 2023. This far exceeded the long-term July average of 128 mm and is the highest monthly rainfall recorded for July since 1960. Additionally, the weather station located at the Cape Town International Airport recorded the highest monthly rainfall total since 1956, while the Newlands and Kirstenbosch National Botanical Gardens weather stations recorded over 500 mm of rain, making it the wettest month on record for these stations since 1999. Rainfall records were also broken at various other stations across the Western Cape.

Compared to previous years, weather in Cape Town and the Western Cape in 2025 was generally mild, with few newsworthy events. However, one significant rainfall event in July 2025 caused widespread flooding across Cape Town. Although the total amount of rain that fell during this event was not extreme, rainfall was very intense over a short time period, which overwhelmed stormwater systems in parts of the city. Low-lying areas without adequate drainage – including many informal areas – were quickly inundated with water. More than 4 000 people³⁷ were affected by these floods, with Vygieskraal, Athlone, Gugulethu, Mfuleni, Khayelitsha and Dunoon hit hardest.

Although some heavy rainfall did occur during winter 2025, rainfall in August and September was below average.³⁸ In September, the City entered an early drought caution stage,³⁹ with dam storage levels having fallen below 95% at a time when these were projected to be at 100%. Levels fell even further to approximately 90% in October. Daily average water usage remained moderate at around 860 megalitres per day, which is typical for the month of October in recent years.



A significant rainfall event in July 2025 caused widespread flooding across Cape Town, overwhelming stormwater systems in parts of the city.

PROGRESS AGAINST THE GOALS AND ACTIONS OF THE CLIMATE CHANGE STRATEGY AND ACTION PLAN

OVERVIEW OF INDICATOR FRAMEWORK

A set of indicators are used to monitor and evaluate the City's progress towards achieving the medium to longer-term goals of the Climate Change Strategy and Action Plan. These indicators measure longitudinal changes and trends from the baseline, and monitor both quantitative and qualitative medium-term outputs and outcomes.

The indicators are designed to be 'SMART', i.e. specific, measurable, achievable, reliable and time-bound. Some of the indicators included in this report have been selected based on their fulfilment of these SMART criteria because of factors such as data availability and the relevant department's ability to report accordingly. In future years, additional indicators may be included that provide a more comprehensive assessment of outcomes as improved data sources become available.

The indicator framework for the CCAP was established through an extensive internal departmental engagement process and includes a comprehensive set of 49 progress indicators across 37 goals. The 49 indicators comprise 23 CCAP-specific indicators, and 26 that are aligned with other reporting processes and requirements. The indicators fall into the following categories:

- ✓ Service Delivery Budget Implementation Plan (SDBIP) indicators: Performance-based indicators and targets that City departments monitor and report on quarterly or annually
- ✓ Circular 88 indicators: Indicators that the City is required to monitor and report on to National Treasury
- ✓ CCAP-specific indicators: Indicators that have been drafted for the purpose of tracking goals across the Strategic Focus Areas and Cross-Cutting Work Areas of the Climate Change Strategy and Action Plan

In some cases, targets for indicators have been set as part of a directorate or departmental business plan/ SDBIP or policy process, and these are included in this report where they are available. Baseline data is also included where available. For many indicators, 2021/22 is the baseline year, as this was the first year of monitoring and reporting on CCAP implementation.

There is no separate indicator framework for the 101 actions of the CCAP. Instead, reporting on progress towards these actions takes the form of updates to the status of the action, as well as more detailed descriptive progress updates that provide a summary of the work that took place during the reporting year.

SUMMARY OF PROGRESS TOWARDS CLIMATE CHANGE STRATEGY AND ACTION PLAN GOALS IN 2024/25

As noted above, 49 progress indicators are used to track medium-term progress against the 37 goals of the Climate Change Strategy and Action Plan. Although this is the fourth year of reporting, it is sometimes difficult to determine trends in the indicators, as progress is expected to occur over the medium term and is often not linear, with positive changes in some years offset by negative changes in others, and vice versa.

At this point in the monitoring and evaluation cycle, it is clear that, on average, performance remains similar from year to year, with many indicators improving, a smaller number declining, and a more moderate number showing no change. In some cases, indicators have reached a plateau in terms of progress, but are within the target range. However, individual indicators often show year-to-year fluctuations.

The following overall trends have been determined:

Progress indicator trend (year to year)	Number of indicators 2022/23	Number of indicators 2023/24	Number of indicators 2024/25
No change	20	16	12
Improved	17	20	20
Declined	5	6	7
Qualitative indicator	7	6	7
Data quality challenge	0	1	0
Methodology change	0	0	3

Note that where an indicator is linked to a target, and the target was met or exceeded in both 2023/24 and 2024/25, this is captured as “No change” in this report – even if the actual figures differ – as it indicates a stable target achievement trend. It is important to note that “No change” is not necessarily a negative assessment: Many indicators showed good results in previous reporting years; in those cases, “No change” indicates continued good performance. It is also important to note that some indicators are qualitative, making it impossible to determine a clear trend.

Performance in terms of the 49 indicators remained generally good in 2024/25. Since the previous round of reporting, 12 indicators showed no change, while 20 improved. A small number of indicators declined, and three could not be fully assessed due to required methodology changes.

Indicators that have either consistently improved from year to year or consistently met their target despite year-to-year fluctuations are as follows:

✓ **Strategic Focus Area 1:**

- Number of trees planted in line with Urban Forestry Plan

✓ **Strategic Focus Areas 2 and 3:**

- Total per capita consumption of water
- Total augmented water capacity in megalitres per day (ML/d)
- Number of catchment forums established
- Length of waterways rehabilitated or restored

✓ **Strategic Focus Area 4:**

- Number of coastal notices issued per year in terms of City's Coastal By-law
- Percentage of coastline with protection measures in place
- Proportion of quarterly provincial coastal committee meetings attended (% of meetings held) per year

✓ **Strategic Focus Areas 7 and 8:**

- City-enabled renewable energy as a share of the total electrical energy supplied to the City's distribution grid
- Total capacity of approved, grid-tied and commissioned small-scale embedded generation (SSEG) installations citywide
- Total number of approved grid-tied installations commissioned (legalised) for the residential and commercial sectors
- Percentage of City of Cape Town building control officers, planners and examiners trained and capacitated on the SANS 10400-XA:2021 Edition 2 regulations
- Annual measured and verified electricity savings from energy-efficiency projects in municipal operations

✓ **Strategic Focus Area 10:**

- Landfill methane destruction (flaring and waste-to-energy)

✓ **Cross-cutting Work Areas 2 and 3:**

- Number of industry events hosted
- Approximate rand value of climate-change-related funding or finance received from external sources per year (including technical assistance, grants, and loans)

✓ **Cross-cutting work area 5**

- Number of City policies and strategic documents that incorporates green infrastructure considerations
- Proportion of biodiversity priority areas protected
- Number of days when air pollution exceeds RSA ambient air quality standards

As noted in the previous report, the 2023/24 reporting cycle revealed a need to review and refine the indicator set, both to account for changes in the approach to certain actions over time, and to improve the accuracy and reliability of reporting. This is particularly important for indicators that are subject to fluctuations due to external factors beyond the City's control, such as weather conditions, or where the City has a limited mandate to act. Some indicator targets, especially those used in SDBIP reporting, also need to be adjusted to align with how the indicators are reflected in the relevant directorate's most current SDBIP. The review of the indicator set will take place at the same time as the evaluation of the CCAP, which is scheduled to be completed in the course of 2025/26 and 2026/27 (i.e. within five years of the CCAP's approval).

SUMMARY OF PROGRESS TOWARDS CLIMATE CHANGE ACTION PLAN ACTIONS DURING 2024/25

The CCAP consists of 101 programme-level actions across ten Strategic Focus Areas and five Cross-Cutting Work Areas. The following table indicates the trend in the status of these actions since they were approved in August 2021.

Action status	Number of actions in approved CCAP (August 2021)	Number of actions as of 30 June 2022	Number of actions as of 30 June 2023	Number of actions as of 30 June 2024	Number of actions as of 30 June 2025
New (concept)	19	7	6	5	3
New (in planning)	23	14	13	13	13
Expansion of existing programme	27	23	22	19	14
Implementation	32	50	54	58	66
Completed	0	2	2	2	3
On hold	0	4	3	3	2
Cancelled	0	1	1	1	0
TOTAL	101	101	101	101	101

During the reporting year, the number of actions categorised as undergoing “Implementation” increased from 58 to 66. A total of 16 actions remained categorised as either “New (concept)” or “New (in planning)”, indicating that the CCAP is gradually moving towards greater maturity. As things progress, those actions remaining at the status of “New (concept)” will be revisited to see whether they need additional support to move forward or should be cancelled. Altogether 14 actions remain categorised as “Expansion of existing programme”, meaning that these are scaling up towards full implementation. Only two actions remained on hold, meaning that they are temporarily paused for a reassessment of the implementation approach or because of a current lack of appropriate mechanisms for implementation. One action that was marked as cancelled in the previous assessment has now been reassessed and determined to have been completed. In total, 68% of actions are now either in the implementation phase or completed.

Overall, the trend continues to be one of gradual yet sustained progress. Almost two thirds of the actions are now in the implementation phase, and since many of these are complex multiyear programmes, it is anticipated that they will remain at the implementation stage for a number of years. In addition, some actions may never be marked as completed, as they are ongoing programmes that will continue to roll out for the foreseeable future.

It must, however, also be noted that maintaining the momentum on these actions is vitally important, particularly in an environment of highly constrained resources. In 2024, a survey of action owners across the City was conducted to identify key challenges limiting further implementation of CCAP actions. This information will inform the review and update of the CCAP in 2025/26 and 2026/27.

Action owners identified budgetary and resource constraints as the primary factors limiting action implementation. Municipal budgets have been constrained for some time due to the challenging economic circumstances experienced across the country. Although the City recently adopted a R40 billion three-year infrastructure programme⁴⁰ – the biggest of any metro in South Africa to date – as part of a ten-year R120 billion infrastructure project pipeline, the costs associated with fully implementing all required climate adaptation, mitigation and cross-cutting actions are high and remain out of reach for all but the wealthiest cities and countries. This is particularly notable in the water sector, where a substantial capital budget is required for the implementation of costly but essential water supply augmentation, wastewater treatment and flood risk reduction projects.

Similarly, resource and capacity constraints can hinder the implementation of actions, either due to a lack of sufficient staff to carry out projects or programmes, or a lack of the required technical expertise to implement such projects or programmes. This links back to budget availability, as constrained budgets mean that it may not be possible either to hire sufficient staff or appoint contracted services. External technical assistance has been provided and continues to be sought for many project areas to help address this implementation gap.

The City is also exploring ways to fund disaster prevention and other actions that embed resilience and reduce impacts and costs. In this regard, the City has taken a mainstreaming approach to adaptation and mitigation – building these into how projects and programmes are designed to ensure the integration of resilience benefits and co-benefits.

Legal and regulatory issues are another challenge that can limit the implementation of key actions; this is particularly relevant with regard to energy-related actions, as the regulatory landscape in this sector remains complex and fast-moving.

Annexure A to this report provides a snapshot of the status of each of the 101 actions of the CCAP since they were approved, so as to track progress over time.



Substantial capital budget is required for the implementation of costly but essential water supply augmentation, wastewater treatment and flood risk reduction projects.

IMPLEMENTATION PER STRATEGIC FOCUS AREA AND CROSS- CUTTING WORK AREA

This section of the report details implementation per Strategic Focus Area (SFA) and Cross-cutting Work Area (CCWA), providing an overview of key progress at the action level in 2024/25 as well as progress against the goals set to measure medium-term outcomes.

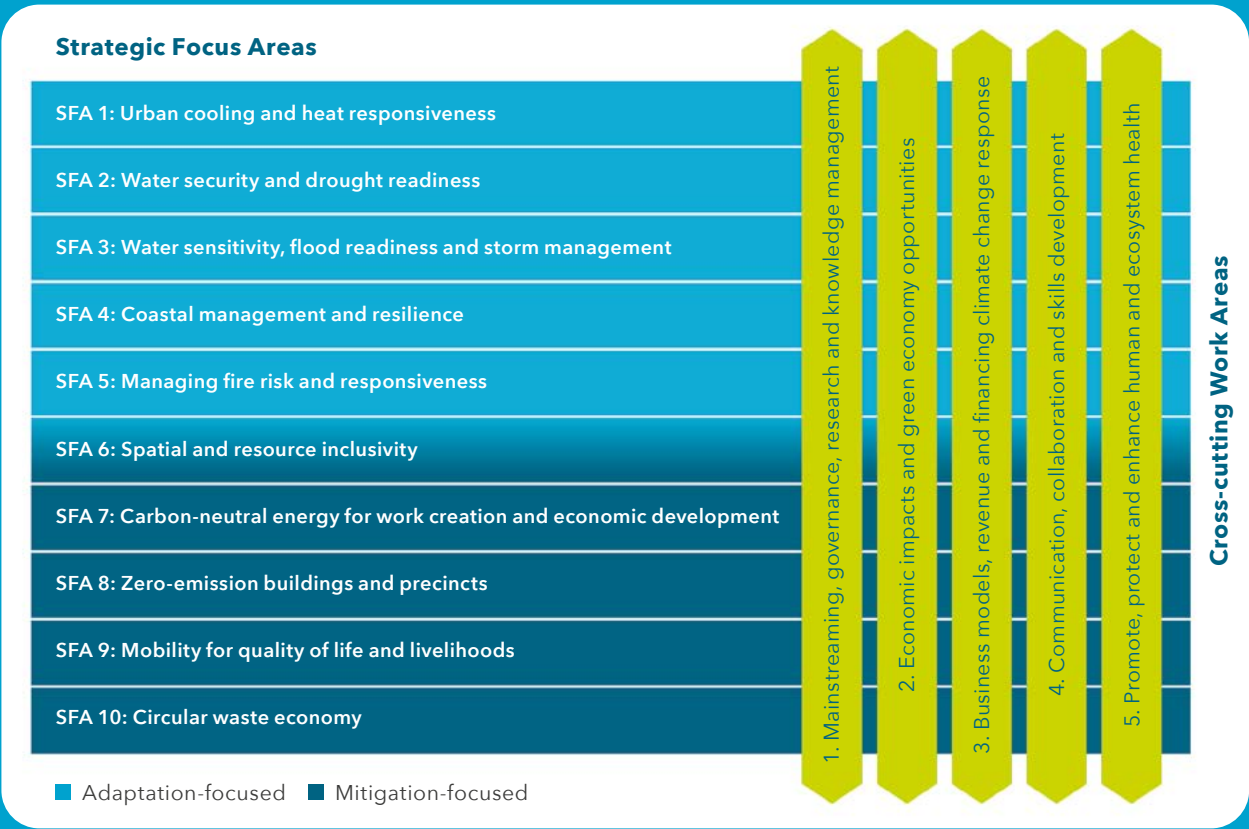


Figure 6: An overview of the SFAs and CCWAs of the CCAP

STRATEGIC FOCUS AREA 1: URBAN COOLING AND HEAT RESPONSIVENESS

OVERVIEW

Cities globally are prioritising putting in place heat response plans to prepare for and manage heat-related risks to public health and safety, infrastructure, critical operations, and service delivery.

Reporting on this SFA covers two goals:

- ✓ **Goal 1:** Reduce immediate risks to health during heatwaves and high-heat days
- ✓ **Goal 2:** Proactively reduce heat impacts on the city through urban greening

PROGRESS IN 2024/25

Heat action planning

Since the approval of the City of Cape Town High-Heat Day and Heatwave Action Plan in 2023/24, key work that has taken place includes:

- ✓ the development of the first progress report, which included a summary of progress towards the achievement of the 12 actions in the plan, and recommendations to improve planning for implementation;
- ✓ the development of a heat-health communication and outreach plan; and
- ✓ the development and publishing of a Beat the Heat media campaign, including a heat webpage and accompanying awareness communication material.

The design and conceptual development of a real-time heat monitoring system also advanced with the approval of technical assistance, which supports the progress indicator for goal 1. The technical assistance forms part of the Urban Municipal Development Fund (UMDF) of the African Development Bank (AfDB) and is anticipated to conclude by March 2026. Moreover, planning was initiated towards piloting City facilities as cooling centres. A component of this work focused on facility heat preparedness through investigating cooling mechanisms for staff and visitors in libraries located across the city. Additionally, in partnership with C40, the World Resource Institute Ross Centre for Sustainable Cities is continuing the development of a heat planning data tool for Cape Town that simulates in heat mitigation measures in the urban environment, such as tree planting, artificial shade, and painting large roofs with heat-reflective paints.

Supporting international initiatives

Several initiatives were launched during COP30, including Beat the Heat, a joint initiative of the COP30 presidency and the Cool Coalition, led by the United Nations Environment Programme (UNEP).^{xvii} The initiative aims to fast-track sustainable cooling and heat resilience solutions in cities to translate the Global Cooling Pledge^{xviii} into tangible action.

^{xvii} The UNEP Cool Coalition is a global partnership uniting governments, businesses, cities and organisations to promote sustainable, climate-friendly cooling solutions, addressing rising heat while cutting emissions. More information on the Cool Coalition is available at <https://www.unep.org/topics/cities/cooling-and-heating-cities/cool-coalition>.

^{xviii} The Global Cooling Pledge was launched at COP28 in December 2023. It commits signatories to expanding access to sustainable, affordable and climate-friendly cooling while reducing emissions from the cooling sector. The first annual Global Cooling Pledge progress report is available at https://coolcoalition.org/download/file/22fb7dd2-b97c-445a-bf2a-f9cc451ed925%3Ffilename%3D2024-Global-Cooling-Pledge-Progress-Report_0.pdf

The City of Cape Town is supporting the Beat the Heat initiative through its membership of the City Champions for Heat Action network. The network is led by the Atlantic Council's Climate Resilience Centre – a partner of the Cool Coalition and signatory to the Global Cooling Pledge. The Climate Resilience Centre works closely with member cities' chief heat officers to identify and implement priority actions needed to accelerate short to long-term heat resilience in member cities while advancing global heat advocacy.

In support of this work, the City introduced Cape Town's and South Africa's first chief heat officer in November 2025. This role is fulfilled by the Resilience and Climate Change manager, who commenced duties in April 2025.

Urban greening and tree planting

The Urban Forest Policy continued to be implemented in the reporting year, with the Recreation and Parks Department prioritising tree planting in areas identified through heat island mapping, canopy cover gaps and microclimate assessments. The approach favours the planting of fewer but larger trees in highly visible and strategic locations, supported by non-potable irrigation where possible. In high-wind areas, smaller and bushier species are recommended to ensure survival and canopy establishment.

The City exceeded its tree-planting target of 2 000 trees, with 2 976 trees being planted in the reporting year. This number includes trees that provide instant shade, with 351 trees of 500–1 000 litres in size, and 257 trees of 250–500 litres. Additionally, 3 969 eight-litre-bag-sized plants were planted in various areas across Cape Town. While these plants do not provide shade, they contribute to a natural cooling effect in the area and help reduce the urban heat island effect.

The Recreation and Parks Department also launched the Adopt-a-Tree project, targeting residents, Friends groups and central improvement districts as critical tree-planting partners in parks and public open spaces. Through this programme, the City provides trees, while partners commit to maintaining the trees, helping to address capacity constraints and improving long-term tree survival rates.

Additionally, through the green infrastructure programme (GIP), work commenced to correlate areas of high heat risk with the Green Infrastructure Network. The aim is to identify possible areas for project interventions to align with the development of a cool spaces network for Cape Town.

The third publication in the GIP series of best-practice guidelines, "Urban Green", was published at the end of 2024. The guideline covers several related topics, including:

- ✓ protecting and enhancing an interconnected network of green assets;
- ✓ protecting and restoring Cape Town's biodiversity network;
- ✓ protecting appropriate existing trees and planting appropriate new trees to maintain and enhance the urban forest;
- ✓ establishing, enhancing and retaining greenery in your neighbourhood;
- ✓ considering establishing a green roof or roof garden;
- ✓ considering establishing a green wall or vertical garden; and
- ✓ "rewilding" your garden and supporting urban nature.



The City continues to roll out tree planting projects and campaigns.

PROGRESS INDICATORS

Goal 1: Reduce immediate risks to health during heatwaves and high-heat days				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Reduced risks to health during heatwave and high-heat days	Number of real-time heat-monitoring network sensors operating	0	0	0, planning work commenced in 2025
	Date of approval of most recent High-Heat Day and Heatwave Action Plan	New indicator	Action Plan was approved by the City Manager on 13 November 2023	Action Plan was approved by the City Manager on 13 November 2023

Goal 2: Proactively reduce heat impacts on the city through urban greening					
Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Reduced heat impacts on the city through urban greening	Number of trees planted in line with Urban Forestry Plan	2 414 (2020/21)	2 000 (annually)	2 204	2 976



Launch of the cool spaces pilot at Sir Lowry's Pass Library.

STRATEGIC FOCUS AREA 2: WATER SECURITY AND DROUGHT READINESS

OVERVIEW

Even though the past several years have seen average or above-average levels of rainfall in Cape Town, drought remains a significant risk, as climate change projections continue to show strong indications of a hotter and drier future. Consequently, drought readiness programmes are a key pillar of the City's long-term climate change response work and continue to account for the majority of the City's capital budget spending on climate resilience.

Reporting on this SFA covers two goals:

- ✓ **Goal 3:** Reduce demand for water to protect water resources and ensure sustainability of supply
- ✓ **Goal 4:** Work to augment and increase water supplies to achieve 99,5% assurance of supply

PROGRESS IN 2024/25

Water demand management

Implementation of the City's water demand management programmes continued in the year in review. Water demand management measures have been in place in Cape Town since the early 2000s, and significant gains in the implementation of water demand management infrastructure and technology were made during the 2015-2018 drought period.

Pressure management and zone metering remains one of the City's most effective tools to manage water demand effectively. This allows the administration to supply water at a pressure that minimises leaks, lower water pressure during drought periods so as to reduce overall demand, and monitor zones to detect unusually excessive consumption that may indicate major leaks or pipe bursts. These zones include district metered areas, where the City can monitor the zone for excessive consumption or leaks, and pressure management zones, where the City can both conduct monitoring and control pressure. In 2024/25, an additional 13 zones were constructed, and another 11 were designed, with a further six under way. By the end of 2024/25, 7 990 km of network had been sectorised, consisting of approximately 285 established zones.

Maintenance of water infrastructure is another key part of the water demand management programme to prevent water loss due to damaged infrastructure. In 2024/25, 5 554 km of the water distribution network was surveyed for leaks by visual means and listening sticks, and five zones were monitored for non-visual leaks detection, resulting in a saving of approximately 4,3 megalitres per day (ML/d).

In the year in review, 241 Expanded Public Works Programme (EPWP) job opportunities were also created in the field of water demand management education and communication. Awareness-raising efforts were carried out across the city: Information was distributed to 189 750 people, and 142 schools were also reached. However, some challenges were experienced, including poor attendance of education events due to weather conditions, safety risks in crime hotspots, and competing community events.

In addition, the treated effluent reuse (TER) programme continued to be implemented, with 6,2% of treated effluent being reused in the 2024/25 financial year, equating to an average daily volume of 48,2 ML/d. Major infrastructure milestones included the near completion of the Scottsdene TER pump station, the successful

completion of the Bellville TER pump station, and the installation of 2,2 km of TER pipeline in Scottsdale and 1,3 km in Kuils River. Additionally, the Zandvliet TER pump station sump and 500 m of pipeline were completed, while the Wildevölvlei Phase 1 design was finalised and Potsdam Phase 1 continued to progress.

New Water Programme

Work also continued on the implementation of the City's New Water Programme. The programme includes a number of different interventions aimed at increasing water resilience, including desalination, groundwater use and recharge, water reuse, and invasive species management. A number of significant projects moved forward in both the planning and implementation aspects of this programme. Work areas that are at an advanced planning stage include desalination, water reuse, and surface water augmentation. The City has signed an agreement with the national Department of Water and Sanitation (DWS) to purchase water from the Berg River to Voëlvlei augmentation scheme, with a revised anticipated delivery date of June 2029. The City and DWS are also working together to intensify and align future planned surface water schemes through the various Water Reconciliation Strategy platforms. This process requires further discussion to clarify uncertainty and revisit the proposed scheme unit reference values and environmental acceptability.

To support the desalination programme, the Water Research Commission was appointed in 2021/22 to facilitate and manage an expert independent advisory panel to review all feasibility reports and to make recommendations. Their work concluded at the end of June 2024. To maintain this valuable expert input for subsequent phases of the desalination programme, the establishment of a further independent advisory panel is being considered to help the City operationalise the proposed projects. The panel will include expertise on engineering, public health and environmental science, ensuring that all projects align with global best practices. This independent oversight and input will give residents confidence in the new schemes as they are brought online.

The desalination feasibility study (including the due diligence assessment, value assessment, economic analysis and procurement plan) was completed and circulated for public comment. The environmental impact assessment process has been initiated, and additional investigative studies have also been identified and initiated. The procurement plan, completed as part of the feasibility study, is dovetailed with the City's internal governance processes. It is anticipated that the completion date will shift to the end of 2031 to ensure that all necessary governance steps are adhered to.

Work to further develop water reuse projects also continued in 2024/25. In June 2024, Council approved a section 78 decision under the Municipal Systems Act to proceed with a detailed feasibility study on options for the Faure New Water Scheme. The study assessed three service delivery models, namely (i) City-led construction and operation, (ii) a public-private partnership (PPP), and (iii) City construction with outsourced operations. Ownership of the asset will remain with the City under all options. Public participation on these options took place in early 2025, and the completed feasibility study has been circulated to key stakeholders, including National and Provincial Treasury and DWS. A Council decision on the preferred option is anticipated by December 2025, with first water delivery targeted for mid-2031. Additionally, a citywide water reuse study has identified three wastewater treatment works (WWTW) where reuse schemes are to be taken to feasibility stage.

The development of groundwater infrastructure continued in 2024/25. Two additional production boreholes were completed at the Table Mountain Group aquifer, with the construction of pumphouses and other associated infrastructure to follow in 2025/26. Exploration boreholes were also completed in the Groenlandberg area. The Cape Flats aquifer programme advanced significantly: Commissioning of the Strandfontein West water treatment plant, designed to deliver 6 ML/d, commenced, with performance testing of key equipment and control systems at an advanced stage. Construction of the Hanover Park/Philippi water treatment works is in progress, while work on the advanced water reclamation plant continues.

Once completed, this facility will treat effluent from the Cape Flats WWTW to a high standard, enabling its injection into the aquifer to enhance water security. Testing of individual boreholes at the Atlantis aquifer has been completed, and wellfield optimisation and performance testing will commence soon. Refurbishment work at the Witzands water treatment plant is progressing, with construction of the raw water tanks nearing completion. In addition, upgrades to the managed aquifer recharge infrastructure – including conditioning systems and stormwater ponds – are advancing steadily.

Invasive vegetation clearing

Invasive tree species clearing in key catchment areas and aquifer recharge areas is a key tool for increasing water supply by reducing the amount of water lost to water-intensive invasive tree species. Between April 2019 and June 2025, 60 652 hectares (ha) were cleared in priority sub-catchments of the Theewaterskloof, Berg River and Wemmershoek dams, comprising 31 464 ha of new initial clearing and 29 188 ha of follow-up, which is essential to prevent the re-establishment of invasives. Additionally, 9 943 ha have been cleared in the Steenbras catchment since 2021, comprising 4 523 ha of initial clearing and 5 420 ha of follow-up. In the Atlantis aquifer area, the 5 751 ha that have been cleared since 2019 comprise 1 990 ha of initial clearing and 3 761 ha of follow-up. For 2024/25, clearing of a total of 8 495 ha was achieved as part of the memorandum of agreement with The Nature Conservancy, achieving 129% of the target hectares, which had been set at 6 544 ha. The focus for this past year was to maintain the gains made in previous years through dedicated follow-up clearing.



Invasive tree species clearing in key catchment areas and aquifer recharge areas is a key tool for increasing water supply.

PROGRESS INDICATORS

Goal 3: Reduce demand for water to protect water resources and ensure sustainability of supply

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2024	Update as of 30 June 2025
Reduced water demand	Total per capita consumption of water (litres per capita per day)	136,2 litres per capita daily (June 2020)	190 litres per capita daily	157,6 litres per capita daily	156,5 litres per capita daily

Goal 4: Work to augment and increase water supplies to achieve 99,5% assurance of supply

Medium-term outcome	Indicator name	Target	Update as of 30 June 2024	Update as of 30 June 2025
Increased water supply to achieve target of 99,5% assurance of supply	Total augmented water capacity in ML/d	40 ML/d (2023/24)	A total of 42,83 ML/d achieved by end of 2023/24 quarter 4 • Table Mountain group aquifer yield is 18,4 ML/d • Cape Flats aquifer yield is 5,41 ML/d • Atlantis aquifer yield is 7,10 ML/d • 10,19 ML/d added to supply system by invasive species clearing (2021/22–2023/24)	A total of 48,91 ML/d achieved by end of 2024/25 quarter 4 • Groundwater schemes yield cumulative total of 35,65 ML/d • Cumulative total of 13,26 ML/d added to supply system by invasive species clearing (2021/22–2024/25)



The Cape Flats aquifer programme has advanced significantly.

STRATEGIC FOCUS AREA 3: WATER SENSITIVITY, FLOOD READINESS AND STORM MANAGEMENT

OVERVIEW

Although Cape Town is projected to experience a hotter and drier future, flooding will remain a risk, particularly during intense rain events. Such events are projected to continue to occur into the future, may increase in intensity over time, and may occur outside expected rainfall periods, undermining readiness efforts. Therefore, programmes that address flood risk will continue to be implemented alongside drought readiness programmes, with a particular focus on improving catchment management through green and hybrid infrastructure solutions that also support a water-sensitive city approach.

In 2024/25, rainfall in Cape Town was a combination of above-average rainfall and significant flooding in winter 2024, and fewer and milder major rain events in winter 2025. Heavy rainfall in both 2024 and 2025 mostly occurred in the normal winter period and was driven by cold fronts. This was in contrast to the unusually heavy rainfall in spring and autumn of 2022/23, which was largely driven by cut-off lows. The variability in the past several seasons of rainfall again emphasises the need for flood risk management and planning to take place alongside water resilience planning.

Reporting on this SFA covers two goals:

- ✓ **Goal 5:** Proactively reduce flood risk through the implementation of a water-sensitive city strategy or plan
- ✓ **Goal 6:** Take action to reduce flood risk and storm damage through disaster mitigation approaches

PROGRESS IN 2024/25

Liveable Urban Waterways

This work area continued to achieve progress, particularly regarding the Liveable Urban Waterways (LUW) programme. LUW aims to restore and rehabilitate Cape Town's waterways, with a focus on transforming poor-quality waterways into dignified open recreational spaces for local communities, while also restoring ecological functions and reducing flood risk.

In 2024/25, funding for four of the five LUW projects was temporarily reallocated; however, three of these projects have subsequently had their budgets restored and enhanced for 2025/26 onwards. The detailed design work for the Sand-Langevlei canal upgrade and wetland restoration project was completed, and environmental authorisation was obtained from DEA&DP. The Vygekraal and Elsieskraal river upgrades continued with concept design, and in early 2025, concept design for the Wynberg stream project also commenced. In 2025/26, these projects will enter the detailed design phase and commence with environmental authorisation applications. Interdepartmental collaboration on LUW continues to progress and is a key focus area for further support in the future.

Technical assistance from the C40 Cities Finance Facility (CFF) in exploring green infrastructure options for improved waterway and catchment management continued in 2024/25, and much was achieved. A cost-benefit study was completed for the projects identified in the master plans, showing significant return on investment. Work continued to identify a longer-term project portfolio, with 44 LUW projects having been identified (mostly to scoping stage) across 11 catchments. A financing strategy was developed to identify options to fund the project portfolio and prioritise the tranches, and work was also undertaken to update sector plans, spatial plans and various strategies/policies with the latest LUW information.

Policy and planning

Implementation of water-sensitive urban design remains a priority in terms of the Cape Town Water Strategy. In 2024/25, the City secured support in the form of technical assistance from the AfDB UMDf to develop a water-sensitive city plan, with work to be completed in the 2025/26 financial year.

Progress with stormwater master planning, which is a key component of flood risk reduction, included the initiation of a master planning process for the Muizenberg and Silvermine river catchments. Technical assistance to the value of R5 million was secured from the World Bank in the previous reporting period and has now been allocated to stormwater master planning for the Zeekoe catchment. A new tender process will be initiated in 2025/26 that will include master planning for all the remaining catchments over a period of eight to ten years, pending confirmation of budget allocation.

Winter readiness

The ongoing implementation of the City's Winter Readiness Programme in the reporting year was a key response measure to address the numerous extreme weather events in Cape Town in the 2024 and 2025 winter months, which affected 280 937 people and 69 456 structures. Disaster coordination team activations were extended due to the extent of severe flooding, which resulted in damage to property, infrastructure and homes (including thousands of informal structures), as well as electricity outages.

Province's Disaster Management Centre, in collaboration with the City of Cape Town's Disaster Risk Management Centre, declared a provincial disaster in August 2024. A municipal disaster response grant to the value of R17 million was subsequently approved and used for mitigation measures in specific locations in Maitland, Sir Lowry's Pass Village, Blomvlei and Kuils River. At the time of reporting, this work was still in progress as a result of the late release of the funds. Additionally, key policy development work areas currently in progress as part of the Winter Readiness Programme include a policy on emergency sheltering and standard operating procedures (SOPs) for carrying out emergency relief work on non-City land, and the transversal coordination of flood incident management.

The Winter Readiness Task Team continued to plan and implement proactive disaster mitigation and response work. This included conducting rapid risk assessments on 42 high-risk areas prone to water table rise, stormwater overflows and river/flash floods. The City also recently acquired an intelligence, surveillance and reconnaissance aircraft, which played a central role in performing rapid impact assessments of affected areas.

Other activities to reduce flooding in high-risk areas included the cleaning and unblocking of stormwater infrastructure and canals, repairs to damaged stormwater infrastructure, as well as pumping and diverting stormwater runoff away from settlements. In addition, over 25 000 flood kits were distributed, while the provision of humanitarian relief included more than 160 000 hot meals, 600 food parcels, 25 000 blankets and 11 000 hygiene packs.

PROGRESS INDICATORS

Goal 5: Proactively reduce flood risk through the implementation of a water-sensitive city strategy or plan				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Reduced flood risk through implementation of flood alleviation projects identified by catchment, storm water and river management plans	Number of catchment forums established	0 (2021/22)	Eight forums in place, and three additional forums established in Diep river, Zeekoe and Soet river catchments in 2023/24	Ten forums in place, and two additional forums established in Lower Salt and Eerste/Kuils river catchments in 2024/25
	Length of waterways rehabilitated or restored	380 m (2021/22)	5 970 m completed	An additional 2 340 m completed to bring cumulative total to 8 310 m

Goal 6: Take action to reduce flood risk and storm damage through disaster mitigation approaches				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Reduced flood and storm damage through disaster mitigation approaches	Number of formal and informal structures affected by flooding*	14 931 (2021/22)	16 000	69 456

* This number is affected by the intensity and frequency of severe weather events and may vary greatly from year to year.



The ongoing implementation of the City's Winter Readiness Programme is a key component of the City's proactive disaster mitigation and response.

STRATEGIC FOCUS AREA 4: COASTAL MANAGEMENT AND RESILIENCE

OVERVIEW

Cape Town's coastline is a valuable asset to the city's economy, tourism and recreation. Yet the impact of climate-change-induced pressures (such as sea-level rise, storm surges and coastal erosion) combined with human-induced pressures (such as urban development close to the coastline) has already started to compromise the natural dynamic functions and state of the coast and its ecosystems.

Reporting on this SFA covers two goals:

- ✓ **Goal 7:** Promote coastal resilience for the benefit of both coastal communities and coastal ecosystems
- ✓ **Goal 8:** Put in place effective cooperative and empowering mechanisms for addressing complex coastal management issues in the context of climate change

PROGRESS IN 2024/25

By-law implementation

In 2024/25, the City continued to implement and enforce its regulatory framework, which comprises the Coastal By-law, the coastal management line and the coastal edge. This framework ensures that the City can regulate and enforce measures to address issues such as encroachments and unauthorised sea defences along Cape Town's coast, while providing clear guidance for land use and development applications and improved management of the coastal zone. In the past year, there has been growing recognition of the framework's value, particularly in improving and protecting the beach environment as coastal public property.

Coastal defence and risk management

Significant work in the reporting year included the commencement of the False Bay coastal adaptation project, which marks a significant step towards proactive coastal risk management. The project consists of a large-scale coastal hazard and vulnerability assessment focusing on the northern section of the False Bay shoreline, with particular emphasis on zones identified for prospective coastal development. It will take place over an 18-month period and is funded by the Agence Française de Développement.^{xix} The primary objective of the study is to delineate coastal erosion and flooding hazard lines under both present and projected future conditions, incorporating a range of storm return periods. A further aim is to quantify potential physical impacts and establish associated management requirements for these vulnerable areas.

The study is being undertaken in three phases. At the time of reporting, Phase 1 was complete and included findings and reviews of previous relevant studies, outcomes of a gap analysis, and a list of detailed key performance indicators. These outputs informed a refined scope of work, including detailed methodologies and detail on the calibration approach. The main outputs of the study are intended to guide risk-averse and climate-resilient coastal management strategies, while promoting the incorporation of nature-based and hybrid adaptation measures (e.g. dune stabilisation, artificial nearshore reefs, kelp bed enhancement, and beach nourishment).

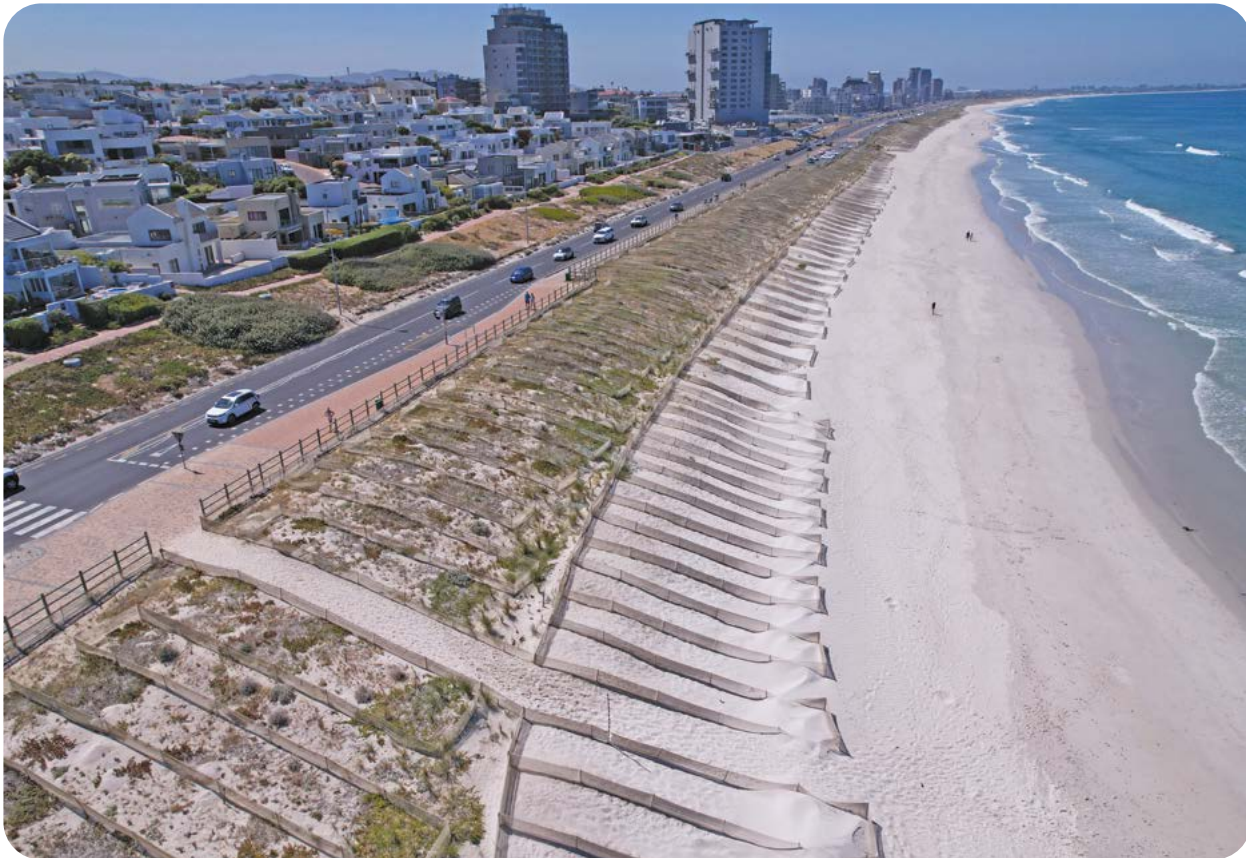
^{xix} French Development Agency.

Coastal repairs, maintenance and upgrades continue to be planned and implemented across various locations along Cape Town's coastline. These include planning for and implementing coastal protection works as well as phased retreat and nature-based solutions to protect high-risk coastal areas and enhance coastal processes. Key initiatives in 2024/25 included continued progress on the Table View and Hout Bay dune rehabilitation projects, repairs and upgrades to the Glencairn, Seaforth and Fisherman's Lane seawalls, and continued work on the upgrade of coastal infrastructure and reconstruction of the seawalls at Small Bay, Strand and Muizenberg.

The Muizenberg beachfront upgrade involves major improvements to public amenities and landscaping, upgrades to underground sewer and stormwater services, and the construction of a new 500 m coastal defence structure. This includes a stepped revetment seawall with a promenade that is 3 m wide, designed to enhance both coastal protection and public accessibility.

Partnerships and collaboration

The City joined the Ocean Rise and Coastal Resilience Coalition in the reporting year. This partnership will help advance the City's exposure to the latest research and technical expertise, best available science, knowledge-sharing and training opportunities, and potential funding opportunities regarding sea-level rise and climate change induced coastal pressures. The coalition brings together 1 000 representatives of a population of one billion people from across the globe who will be affected by rising sea levels by 2050. This will enable the City to exchange best practices with other coastal cities, scientific institutions and stakeholders worldwide.



There is continued progress on the Table View and Hout Bay dune rehabilitation projects.

PROGRESS INDICATORS

Goal 7: Promote coastal resilience for the benefit of both coastal communities and coastal ecosystems

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Increased coastal resilience for the benefit of coastal communities and coastal ecosystems	Number of coastal notices issued per year in terms of City's Coastal By-law	3 (2021/22)	N/A	• 36 pre-directives served • 13 directives served • 12 directives complied with, and 24 in process	• 52 pre-directives served • 22 directives served • 18 directives complied with, and 34 in process
	Percentage of coastline with protection measures in place	6,20% (2021/22)	6,27%*	6,20%	6,27%

* The intention is not to exceed the target of 6,27%, as this would imply that more infrastructure is located in risk areas, requiring more protection, which would point to poor decision-making.

Goal 8: Put in place effective cooperative and empowering mechanisms for addressing complex coastal management issues in the context of climate change

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Effective cooperative and empowering mechanisms are in place to address complex coastal management issues relating to climate change	Proportion of quarterly provincial coastal committee meetings attended (% of meetings held) per year	100% (2021/22)	100%	100%



Work on the upgrade of coastal infrastructure is under way, including the sea wall at Strand.

STRATEGIC FOCUS AREA 5: MANAGING FIRE RISK AND RESPONSIVENESS

OVERVIEW

Fire poses a risk to both the natural environment and communities living at the urban-wildlife interface as well as in informal settlements. The increased hot, dry and windy conditions due to climate change – which are projected to increase further in both the medium and long term – raise the risk of intense wildfires. Although the link between informal settlement fires, which include ignition sources such as cooking and heating fires, candles and paraffin lamps, and climate factors is less clear, there is evidence that the strong winds prevalent in Cape Town's summer months could significantly exacerbate the spread of informal dwelling fires.

Reporting on this SFA covers one goal:

- ✓ **Goal 9:** Proactively reduce fire risk and the impact of fires on communities and natural areas

PROGRESS IN 2024/25

Compared to the high number of fire-related incidents in the previous reporting year, 2024/25 saw fewer residential fires (both formal and informal residences) and fewer related fatalities. The overall number of fires observed across the city dropped by 10%, and the number of fatalities by 25%.

Planning for the 2024/25 wildfire season was based on projections of an increase in wildfires, with conditions exacerbated by hot and dry weather. Additionally, planning was informed by an increasing number of fires tracked over the past few summers.

Various activities continued to be implemented to reduce the risk of urban fire and its impact on communities.

Education and awareness programmes

These activities included ongoing public safety education programmes for businesses, religious institutions, informal settlements, schools and senior citizen care facilities by the Fire and Rescue Service's Fire Life Safety Section, in addition to the roll out of a public information campaign on radio and in community newspapers. The Disaster Risk Management Centre also continued to implement the Fire Wise programme, which reached 20 schools and provided fire safety guidance and awareness to residents in 33 high-risk informal settlements.

Moreover, the Disaster Risk Management Centre collaborated with 36 households living on the urban fringe in Simon's Town to develop a community emergency preparedness plan. The aim was to develop and implement risk reduction measures for incidents and disasters, particularly considering the area's history of large wildfires. The resultant plan maps vulnerable populations and identifies risk reduction actions that residents can implement to enhance safety, such as removing alien vegetation, maintaining a defensible space around properties, and disconnecting outdoor gas bottles prior to evacuation. Additionally, the plan identifies the Simon's Town civic centre as the primary meeting point, and establishes protocols for evacuation either on foot or by vehicle.

Resourcing and preparedness

The Fire and Rescue Service remained prepared for both urban and wildfires by maintaining predetermined response plans, conducting ongoing maintenance, and servicing fire hydrants. Building on lessons from past fire seasons, the City introduced a new strategy featuring wildland firefighter 'strike teams' to help ease the

burden on operational firefighters. These specialised teams are equipped with smaller 4x4 response vehicles to respond to incidents occurring on rugged terrain. The units are stationed across key fire stations to enable rapid mobilisation and improved response times during fire incidents.

In addition, the Fire and Rescue Service forms a key part of safety planning for the festive season, which requires increased preparedness and defences. Resources utilised and programmes implemented for the 2024/25 festive season period included aerial support, seasonal resources and firefighters, and ongoing planning and partnerships with agencies that specialise in fighting wildfires, such as the Table Mountain national park and its affiliates. The service also received assistance from the City's Disaster Risk Management volunteer corps and other line departments, the Volunteer Wildfire Services, and neighbouring municipalities (through mutual aid agreements).

Other measures implemented to manage and reduce the risk and impact of wildfires include planned ecological burns, alien-clearing activities after fires, and the maintenance of fire breaks. In 2024/25, 8 532 ha of terrestrial protected areas and 317 ha of aquatic ecosystems were cleared of invasive species, while an additional 2 693 ha of City-managed public open spaces were rehabilitated through invasive species removal.

Alternative energy solutions

A study titled "Social Ownership of Renewable Energy" examined what a community-owned model for decentralised energy systems could look like in Cape Town, with a focus on informal settlements not connected to the electricity grid. It explored whether providing alternative energy solutions – such as solar home systems and solar mini-grids – could help reduce theft and vandalism of electricity infrastructure in informal settlements that are not electrified or unable of being electrified. This included whether communities would be willing to adopt these alternatives, potentially giving up illegal electricity connections and transitioning fully to renewable energy sources. In addition, a prefeasibility study that included a detailed design was conducted in the Marikana informal settlement in Philippi to determine priority points for public lighting placement as well as a suitable lighting typology. As the settlement has a high number of illegal connections, shack-mounted solar lights were found to be the most suitable public lighting typology.

Awareness programmes with a focus on energy use in low-income and informal households also continued to be implemented in the reporting year. These included awareness sessions under the Let's ACT at Home and the Smart Living programmes. The Smart Living programme sessions offered training in smart cooking, home safety and basic sustainability concepts relating to energy, water, waste and the environment, energy-efficient heating as part of the Heat Smart programme, and interactive sessions under the Smart City Kids programme. Audiences reached included schools, women, cooks at early childhood development centres, community groups, food kitchens and new homeowners.



Programmes implemented for the 2024/25 festive season period included aerial support, seasonal resources and firefighters, and ongoing partnerships with agencies that specialise in fighting wildfires.

PROGRESS INDICATORS

Goal 9: Proactively reduce fire risk and the impact of fires on communities and natural areas				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Reduced fire risk and impact on communities and natural areas	Number of dwellings in informal settlements affected by structural fires annually	1 968 (2021/22)	6 388	5 261



Awareness programmes with a focus on energy use in low-income and informal households continued, including smart cooking training under the Smart Living Campaign.

STRATEGIC FOCUS AREA 6: SPATIAL AND RESOURCE INCLUSIVITY

OVERVIEW

Spatial planning has been identified as a key mechanism for the implementation of both adaptation and mitigation programmes. A compact, efficient and accessible urban form supports reduced transport emissions and offers the opportunity to put in place measures to increase urban resilience, while promoting access to economic opportunities.

Reporting on this SFA covers two goals:

- ✓ **Goal 10:** Densify mass transit routes through mixed-use developments that support public transport and include social housing
- ✓ **Goal 11:** Ensure that low-income residents are climate-resilient and have equitable access to essential services

PROGRESS IN 2024/25

Spatial development frameworks and policy tools

Following the increased integration of climate change considerations into the revised Municipal Spatial Development Framework (MSDF) and District Spatial Development Frameworks (DSDFs) in 2022/23, implementation of these spatial planning tools, along with implementation monitoring, has been ongoing. Monitoring of MSDF and DSDF implementation is reflected in the annual online Spatial Trends Report, which is published on the City's planning portal^{xx} and released annually on World Town Planning Day (8 November).

The promulgation of the DSDFs as Environmental Management Frameworks (EMFs) was approved by Council, and the DSDFs were subsequently promulgated under the National Environmental Management Act (NEMA) in 2025. The area within the Urban Development Edge was also declared as the "urban area" in terms of the Act's NEMA Environmental Impact Assessment Regulations, and a website with information and educational material was set up in association with the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP).^{xxi}

In addition, the coastal edge was amended following the process of the coastal edge that concluded in 2024/25. This was in order to realign it with the mining setback line, due to a series of unlawful land occupations seaward of the coastal edge, and to accommodate a new mixed-use development in Strandfontein that will support improved economic and social development in the area. Amendment of the Coastal Management Line in accordance with the position of the coastal edge is being investigated accordingly.

Following the completion of the investigation into the nature, scope, benefits and applicability of an incentive overlay zone (IOZ) in 2023/24, public comments in this regard were considered in 2024/25. The purpose of the IOZ is to pursue the desired built form articulated in the City's spatial frameworks by influencing the rate and location of development activity in development focus areas. Council subsequently approved the IOZ^{xxii} in 2025 under the amended Municipal Planning By-law.

xx Available at <https://www.capetown.gov.za/work%20and%20business/planning-portal/spatial-analysis-and-research/spatial-trends-report>.

xxi Available at <https://www.capetown.gov.za/Work%20and%20business/Planning-portal/mechanisms-and-incentives/nema-urban-area-incentives>.

xxii See www.capetown.gov.za/work-and-business/planning-portal/mechanisms-and-incentives/incentive-overlay-zone.

The implementation of reduced parking ratios in areas well served by public transport continued. This process allows applicants to benefit from fast-tracked administrative processes for deviations from parking requirements, thereby supporting transit-oriented development. Additionally, heritage exemptions in key development focus areas, greenlighted in 2023/24 to streamline building approval processes, became fully operational in 2024/25. Exemption areas allow property owners to undertake certain activities without requiring prior approval from Heritage Western Cape. The exemption applies to areas that contain buildings that are older than 60 years, but have been assessed as not worthy of conservation.

Urban sustainability pilot project

The City's urban sustainability pilot project continued to move towards implementation in the form of the Potsdam Sustainability Campus. The vision is to create a City-owned 'living lab' for experimentation with a wide range of sustainable practices, materials and technologies to physically demonstrate the positive impact of innovative approaches coupled with integrated design thinking. In 2024/25, ownership of the site was secured through the formal transfer of the asset to the City's Urban Regeneration Department. A successful launch event, opened by the Deputy Mayor, was held in late 2024 and included key knowledge partners such as the national Department of Science and Innovation, the Council for Scientific and Industrial Research, ICLEI Africa, and the Stellenbosch University Centre for Sustainability Transitions, among others.

An initial 1 ha farm, sponsored by the Department of Science and Innovation, with the Council for Scientific and Industrial Research as the implementer, was established on the property and served as the site for the project's first major public stakeholder event during RISE Africa's Urban Action Festival in May 2025, with several international delegates joining for a day of experimentation on site. The first sustainable material prototype, a hempcrete structure, is scheduled for installation in October 2025. The programme was showcased at the Western Cape Property Development Forum in June 2025 and is scheduled to feature as a case study on transversal partnerships for sustainability at the Green Building Council South Africa convention in November 2025.



Launch of the Potsdam Sustainability Campus in late 2024.

Catalytic precinct projects

In terms of the City's portfolio of catalytic precinct projects, the focus in 2024/25 continued to be on land enablement, de-risking and project packaging of a number of land parcels in the City's key catalytic precincts. This will ensure that projects are ready for implementation, whether by the City, other public-sector partners or the private sector. These precincts, each at a different stage of progression, include central Bellville, the Foreshore Gateway precinct, the Philippi opportunity area, central Athlone, central Claremont, and the four sites involved in the C40 Reinventing Cities initiative.

The central Bellville precinct advanced significantly following approval of its Local Spatial Development Framework in 2023. Progress includes the government precinct business case, development rights applications, and plans to acquire adjacent land for high-density affordable housing. The eastern sub-precinct housing scheme is also moving forward, and environmental authorisation has been granted for major upgrades to the Elsieskraal river corridor under the LUW programme. Physical improvements have been completed along Kruskal Avenue, with similar pedestrian-focused upgrades under way on South and Charl Malan streets, underpinning the transformation of central Bellville into a more accessible urban hub.



Urban infrastructure improvement projects such as the Kruskal Avenue upgrade project in Bellville was under way during reporting year.

The Foreshore Gateway precinct has moved forward with development rights approved for two parcels, while a third is under review. A land release strategy is being finalised to unlock high-density mixed-use development, including affordable housing. A fourth block has been rezoned for disposal to Province's Department of Infrastructure, and plans for the Strand Street quarry redevelopment are nearing approval following environmental and heritage authorisations.

Since the adoption of the Local Spatial Development Framework for the Philippi opportunity area in December 2023, the City has advanced mixed-use infill development plans for erf 5268, including subdivision approvals and three additional land use applications for nearby sites. A strategic site was disposed of for a regional magistrate's court, addressing urgent community needs. The Presidential Employment Stimulus created approximately 150 local jobs across three workstreams, with a strong focus on diverting solid waste to the Philippi agrihub composting plant. Production at the accredited agrihub continues, supporting a growing circular economy ecosystem.

With regard to central Claremont, proposals were refined for unlocking mixed-use development. Work included feasibility testing for the 'Sky Walk' – a key public realm upgrade designed to serve as a deck covering the railway line, improve connectivity, and integrate transit modes for pedestrians. In central Athlone, following completion of the Aden Road mixed-use housing site, planning began for significant densification and redevelopment of the underutilised civic centre sub-precinct to unlock transit-oriented development opportunities.

Housing policy and implementation

In the year in review, progress was also made with regard to affordable housing, with policy development continuing and public participation scheduled to take place in 2026. The draft Affordable Housing Policy outlines enablers and incentives to ensure the delivery of affordable housing in targeted areas, including the release of City-owned land for this purpose. The policy has a specific focus on enabling greater private-sector participation in the provision of affordable housing.

The City continues to implement its accelerated land release programme for affordable housing, which has been in place since 2022. Between 2019 and 2024, seven well-located land parcels were released to enable a total of 4 466 affordable housing opportunities. Another seven land parcels were in the process of release in 2024/25. Overall, the City is packaging and preparing to take to market properties that will yield approximately 12 000 residential opportunities to the affordable housing market. Land leases for small-scale rental opportunities for micro-developers have also been identified, and pilot sites are currently being packaged for release.

Green procurement practices continue to be integrated into housing projects, promoting energy and water efficiency through passive design and sustainable construction methods. Notable projects include Witsand iEEECO Village, Morningstar, Greenville Garden City, Ocean View, Dido Valley and Pelican Park. The Greenville housing project, construction of which continued in 2024/25, showcases the use of Benex blocks – an approved alternative building technology offering thermal resistance, fire safety and reduced environmental impact. Despite limitations in national subsidy frameworks, the City's Human Settlements Department is proactively incorporating green principles such as densification and optimal orientation into planning.



The delivery of affordable housing in targeted areas is ongoing and remains a key priority.



The City is involved in a number of studies to better understand the challenges around energy poverty and building energy resilience.

Energy resilience

Finally, research into a greater understanding of energy resilience in Cape Town and challenges linked to energy poverty continued in the reporting year. Work with the Resilient Cities Network included a prefeasibility study on four City facilities that have the potential to become energy-resilient hubs in low-income communities with a high density of backyarders. Proposals for the installation of SSEG at these four facilities are currently being developed, ensuring that installation could proceed should funding become available. Additionally, a joint study has been initiated under the City of Cape Town and J-PAL-Africa collaboration^{xxiii} which focuses on to ensure that the effective allocation of free basic electricity reaches those most in need. The study assesses the impact of different eligibility approaches, with the aim of measuring both the costs and benefits of potential subsidy reforms as well as the household-level impacts of access to electricity support.

^{xxiii} The *Abdul Latif Jameel Poverty Action Lab (J-PAL) Africa* at the University of Cape Town, the City of Cape Town, and *Community Jameel* launched the *Water, Air, and Energy (WAE) Lab* in 2024, which aims to foster collaboration between local policymakers and researchers to conduct randomised evaluations and inform the scaling of evidence-based programmes and policies for clean air, water and reliable energy for Capetonians.

PROGRESS INDICATORS

It has not yet been possible to devise a suitable indicator to report on goal 10 due to limitations in data availability. However, densification is currently reported on in the City's Spatial Trends Report,^{xxiv} and work is under way to utilise this spatial information to generate data on average densities in formal and informal areas over time.

Goal 11: Ensure that low-income residents are climate-resilient and have equitable access to essential services				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Improved climate resilience and access to essential services for low-income residents	Percentage of households living in informal dwellings	18,6% (2020)	18,9% (2023)*	18,8% (2024)*

* General Household Survey.



xxiv The 2024/25 Spatial Trends Report can be found at https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/UPD_Spatial_Trends_Report_2024-25.pdf.

STRATEGIC FOCUS AREA 7: CARBON-NEUTRAL ENERGY FOR WORK CREATION AND ECONOMIC DEVELOPMENT

OVERVIEW

Energy diversification to enhance security of supply for economic growth is one of the Mayor's priority programmes and is well embedded in the current Integrated Development Plan (2022-2027). Furthermore, the City's Energy Strategy (2023) provides a framework for navigating the rapidly transforming energy landscape for the benefit of residents and businesses in the short, medium and long term. With the long-term vision of transforming the energy system to be carbon-neutral by 2050, the Energy Strategy's key priorities and programmes are implemented through a three-phased approach to enable and drive change in the energy system over time, aligned with the goals of this SFA.

Reporting on this SFA covers three goals:

- ✓ **Goal 12:** Move as quickly as prices and opportunities allow towards 100% clean electricity supply by 2050
- ✓ **Goal 13:** Get technologically and commercially ready to operate the metropolitan distribution grid of the future
- ✓ **Goal 14:** Minimise the economic cost of energy transition through maximising energy efficiency and developing a regional value chain for carbon-neutral molecular fuels

PROGRESS IN 2024/25

Diversifying energy supply

The 2024/25 reporting year saw continued progress with various actions supporting the goals above. The City is taking decisive steps to implement its energy supply diversification programme through initiatives such as renewable energy own-build projects, the SSEG programme, the wheeling pilot, independent power producer (IPP) programmes, and the battery energy storage system (BESS) programme. To support these initiatives, roadmaps for renewable energy (wind and solar) as well as BESS have been developed, and pilots have been initiated for a vertical axis wind turbine project. The City has also developed skills in the use of PLEXOS energy modelling software to ensure optimisation of these technologies. Energy-efficiency interventions are an important first step to any move to carbon neutrality and are key to meeting the City's objectives.

Since the development of the CCAP, significant changes have also been announced at the national level to alleviate policy blockages and constraints, and unlock new generation capacity in the electricity sector. For example, the amendments to the national regulations on new generation capacity, which exempt power plants below 100 MW from requiring a generation licence issued by NERSA, have opened the opportunity for the City to pursue larger-scale power generation assets than previously envisaged. The City is also contributing to various initiatives relating to national utility reform and a just energy transition (JET), including:

- ✓ the National Treasury performance-based finance incentive through the Urban Development Financing Grant to support metropolitan municipalities in preparing for trading services infrastructure financing reforms;
- ✓ the National Energy Crisis Committee's Electricity Distribution Industry Reform Roadmap;
- ✓ the efforts by the National Transmission Company of South Africa (NTCSA) to develop the market code as an integral part of the new electricity supply industry; and
- ✓ the JET workstreams on Municipal Energy Access, Capability and Finance.

The City continues to advance its IPP programme, which will be key in mitigating load-shedding risk and diversifying Cape Town's energy supply in the longer term. The procurement process for IPP-1, which could yield 30–100 MW of solar PV capacity, is in the negotiation and contracting phase. These projects are well under way, but still have a number of hurdles to clear before commissioning can occur. Furthermore, IPP-4 (Energy traders) and IPP-5 (Waste-to-Energy) will commence in December 2025, with bids to be sought from the market.

Other, larger own-build activities include the City's Atlantis 7 MW solar PV facility, which was under construction at the time of reporting and aims to produce its first power in 2025/26. A second solar PV plant in Paardevlei, Somerset West, which could yield 70 MW, is at the concept design stage. Its feasibility phase was completed with support from the C40 CFF and GIZ^{xxv} for the required specialist studies. In addition, the City is continuing with the roll-out of City-owned small-scale renewable energy embedded generation installations at its municipal buildings and facilities, with total installed capacity having reached 2 636 kWp at the end of 2024/25.



Construction of the City's Atlantis 7 MW solar PV facility was well under way at the time of reporting.

^{xxv} Deutsche Gesellschaft für Internationale Zusammenarbeit (German Agency for International Cooperation).

As part of the BESS roadmap, two sites are the subject of a feasibility study that will be completed by the end of 2025, while a 5 MW City-owned BESS plant is planned for construction next to the Atlantis PV plant in 2025/26. Various streamlining initiatives are also under way to promote the uptake of safe and legal SSEG and/or battery systems, with a notable highlight being the implementation of the new online SSEG application system. The system allows for the entire SSEG registration application and processing to take place online, with increased transparency, faster turnaround times, and the automatic issuing of permission-to-install letters for certain system configurations. As a result, approved and commissioned grid-tied SSEG installation authorisations nearly doubled over the past financial year.

This has been complemented by an SSEG awareness campaign (May-June 2025) and an SSEG installer newsletter to inform customers, installers and key partners of the requirements for SSEG authorisation. The City has offered customers a net billing SSEG feed-in tariff for some years, and the additional feed-in incentive of 25c per kWh introduced in 2020/21 has been extended to 2025/26. Customers with larger capacities can now be net generators through the Cash for Power programme, which allows customers to generate in excess of their monthly grid consumption and be remunerated once a contract is signed in line with the Municipal Finance Management Act regulations. The roll-out of more affordable single-phase residential bidirectional advanced metering infrastructure also continues to further promote SSEG installations.

In addition, the City recently concluded a successful year-long electricity 'wheeling' pilot, which saw over 562 800 kWh of power generated and wheeled across the City's grid between private-sector energy traders. Subsequently, bilateral wheeling officially opened to the market in March 2025, with tariffs and processes in place.

Energy demand response and energy efficiency

The City continues to advance its energy demand response programme, which includes voluntary demand response initiatives, smart technology and behavioural change to help reduce grid stress and support renewable energy integration. In the reporting year, work in this regard included the installation of smart devices, increasing curtailment capacity, delivering value to SSEG participants, and continued deployment to enable real-time load control and improved demand-side management. In addition, the roll-out of City campaigns aimed at promoting energy efficiency – such as the winter (electricity) savings and summer energy-efficiency campaigns – as well as the activities of the Energy, Water and Waste Forum continued.



The roll-out of City campaigns aimed at promoting energy efficiency – such as the Energy, Water and Waste Forum – continued.

Energy modelling and scenario planning

Efforts to strengthen the City's energy planning work in support of carbon neutrality included an update of the Energy Strategy's scenario model, the development of a generation cost-of-supply model to determine the cost of services of the City's current electricity generation business, and ongoing development of the Long-range Energy Alternatives Planning (LEAP) model.^{xxvi} Additionally, at the time of reporting, the 2025 Cape Town State of Energy and Carbon Report was in the final drafting phase and included an overhaul of the energy and carbon data collection, collation and reporting systems.

Institutional reform and system modernisation

The combination of severe load-shedding and above-inflation price increases in previous years has accelerated private and public investment in local generation and storage. While load-shedding has been infrequent and of short duration since April 2024, the growth in embedded renewables on the local grid continues. This capacity, supported by utility-scale storage, may still approach the minimum system load in the medium term. This variable renewable energy resource, combined with the surpluses from wheeling contracts and rapidly increasing SSEG, was one of the factors that drove the need for the electricity utility to transition towards incorporating a distribution system operator (DSO) to better manage diverse energy sources on the network in real time. The DSO has now been established, and the utility is preparing for increased digitisation by building expertise in operations, power system optimisation and data engineering. Over time, this network operations function is expected to become partly independent from the retail arm to avoid conflicts of interest between retail activities and the regulated network operator in the impending South African Wholesale Electricity Market (SAWEM).

The following four systems are key to the planned digitisation of network operations:

- ✓ Supervisory Control and Data Acquisition – system upgrade being implemented
- ✓ Advanced Distribution Management System – refresh complete; system upgrade being planned
- ✓ Distributed Energy Resources Management System – integration being planned
- ✓ Outage Management System – system upgrade being implemented

The organisation and system design (architecture) of the utility as a whole also needs to facilitate the rapidly changing operations and trading environment. An Information Technology/Operational Technology Forum was established to coordinate and monitor system development towards a 'smarter' utility. This has been undertaken through the extensive documentation of existing smart grid systems, and the future utility architecture has been laid out in a Smart Grid Roadmap.

KfW Development Bank has made funding available for the necessary institutional reform work in the utility under a three-year programme. A consultant has been appointed to provide specialist change management services. Completed studies, such as the generation business costing study, will feed into the technical and financial aspects of reorganising the different business functions, namely generation, network operation, network expansion and maintenance, and generation.

SAWEM,^{xxvii} scheduled to start operating in April 2026, represents a major change for the sector. Staff from across the utility – especially in the DSO and trading functions – have been trained under a nationwide programme run by the new market operator, part of the NTCSA, a legally unbundled subsidiary of Eskom Holdings. While load-shedding caused great economic harm, it has also accelerated much-needed reforms at sector and institutional level, to which the City's electricity utility is actively responding. These changes are set to drive not just the restoration of reliable supply and the arrest of severe price increases, but also accelerated decarbonisation through the facilitation of new renewable capacity at scale across the grid.

xxvi LEAP is a software tool for energy policy analysis and climate change mitigation assessment.

xxvii <https://www.ntcsa.co.za/energy-market-services/wholesale-market-code/>.

PROGRESS INDICATORS

Goal 12: Move as quickly as prices and opportunities allow towards 100% clean electricity supply by 2050

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
More accessible and affordable clean energy that constitutes an increasing share of the City's electricity supply	City-enabled renewable energy as a share of the total electrical energy supplied to the City's distribution grid	0,08% (2020)	7% (2030)	0,16% (2022)	0,20% (2023)* 0,31% (2024)

* The 2023 data represents an artificial low because of load-shedding; therefore, both data years are shown for context. Note that this indicator experiences a reporting lag because of the time required to compile GHG inventory updates.

Goal 13: Get technologically and commercially ready to operate the metropolitan distribution grid of the future

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Increased resilience of the City's electricity utility business, while maintaining grid reliability in the face of transitioning disruption	Total capacity of approved, grid-tied and commissioned SSEG installations citywide	60,7 MVA (total end 2020/21)	142,5 MVA	251,6 MVA

GOAL 14: Minimise the economic cost of energy transition through maximising energy efficiency and developing a regional value chain for carbon-neutral molecular fuels

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
More energy-efficient Cape Town economy that enables energy data transparency and carbon-neutral products	Electricity intensity of the city's economic output	Data for 2018 calendar year: 19,7 kWh/unit GDP*	15 kWh/unit GDP (2030)	Data for 2022 calendar year: 19,4 kWh/unit GDP	Data for 2023* calendar year: 17,8 kWh/unit GDP Data for 2024 calendar year: 18,7 kWh/unit GDP
	Number of energy datasets on City's Open Data Portal	16 (2022)	30 (2025)	47	25**

* The 2023 data represents an artificial low because of load-shedding. The previous years have been amended, as the State of Energy and Carbon 2025 accounting tool adjusted the numbers upwards, mostly due to a re-estimate of Eskom network supply. The equation remains the same, however, namely (all supply, including SSEG own use and distribution losses)/real GDP.

** Variation from 2023/24 is the result of a change in the tagging methodology.

STRATEGIC FOCUS AREA 8: ZERO-EMISSION BUILDINGS AND PRECINCTS

OVERVIEW

Energy use across commercial, municipal and residential buildings makes up the largest total contribution to GHG emissions in Cape Town. The City is committed to accelerating transformative climate action in the built environment, as demonstrated through the net-zero carbon buildings goals embedded in the Climate Change Strategy and Action Plan and the City's Energy Strategy 2050 vision.

These commitments are covered by the three goals reported on under this SFA:

- ✓ **Goal 15:** All new buildings (residential, commercial and municipal) to be net-zero carbon by 2030
- ✓ **Goal 16:** All existing residential and commercial buildings to be retrofitted with energy-efficient technologies in order to be net-zero carbon in operation by 2050
- ✓ **Goal 17:** All existing municipal buildings (excluding industrial plants) to be net-zero carbon by 2030

PROGRESS IN 2024/25

Net-zero carbon private buildings

A key development in the pursuit of net-zero carbon for private buildings over the past few reporting years was the update to the national energy-efficiency regulations with SANS 10400-XA:2021 Edition 2,^{xxviii} which have significantly increased the energy-efficiency standards in the National Building Regulations. This has shifted the focus away from the need for city-specific regulations towards supporting compliance with national regulations and capacitating relevant City teams and stakeholders.

In 2024, 95% of all City staff employed to examine plans and building sites for compliance with the National Building Regulations were trained in SANS 10400-XA:2021 Edition 2, with additional training opportunities offered relating to broader sustainability, energy use in buildings, and relevant climate-related risks. Furthermore, in 2025, relevant City officials were trained in the use of the Excellence in Design for Greater Efficiencies (EDGE) tool of the International Finance Corporation (IFC) – a green building rating tool focused on new projects. This is to ensure that the City's plans examiners and other relevant officials are kept abreast of the tools used by the market to design building projects.

The City's holistic, system-wide approach in pursuing its net-zero carbon building commitments straddles all building stakeholders and typologies. It includes robust, ongoing energy-efficiency initiatives, complemented by efforts to facilitate and enable renewable energy across building projects as well as utility-scale generation initiatives, as outlined under SFA 7, "Carbon-neutral energy for work creation and economic development".

^{xxviii} The national regulations that govern energy efficiency in all new and renovated buildings.

Aligned with this approach, the City continued to actively engage property and energy market stakeholders and implemented a range of awareness initiatives tailored to the specific sectors throughout the reporting year. These included:

- ✓ hosting regular Energy, Water and Waste Forum events;
- ✓ exhibiting My Clean Green Home, Cape Town's first net-zero carbon home, which is now located at the Potsdam Sustainability Campus;
- ✓ running the Let's ACT at Home exhibition at the Cape Town Building Centre;
- ✓ displaying Smart Office posters at City facilities;
- ✓ developing and distributing SSEG information booklets and newsletters; and
- ✓ organising SSEG installer events.



The City's Let's ACT at Home exhibition at the Cape Town Building Centre continues to serve as an active awareness-raising initiative.



The City organises SSEG installer events as part of its efforts to actively engage property and energy market stakeholders.

The City's webpages on energy efficiency and smart buildings are aligned with the administration's net-zero carbon goals for buildings, and resources such as the SANS 10400-XA compliance guide for homeowners remain available. To support the legal installation of SSEG systems and streamline the process, customers now also have access to an online application and authorisation platform.

In 2024, the City conducted a study to assess market appetite for the potential sale of a green electricity product, providing insights into customer needs in this regard. Next steps include:

- ✓ a pilot study on the costs and process involved in third-party verification and certification mechanisms for renewable energy certificates (RECs) in the City context; and
- ✓ drafting a policy to govern the allocation and verification of both offsets and RECs as part of the broader set of green attributes.^{xxix}

The City has no direct control over energy usage of existing buildings apart from its own, nor over levers that can influence change among building owners. Against this backdrop, current work areas that drive energy use reduction include load curtailment projects, particularly in industrial areas and residential estates, and ripple control of geysers. The sale of green/renewable energy is considered a key enabler for the net-zero carbon targets in respect of existing buildings. This is also supported by the City's drive to enable large generators and IPPs to connect to the grid, and by allowing bilateral and virtual wheeling of electricity across the municipal grid.

^{xxix} 'Green attributes' is an umbrella term used to cover any and all carbon currencies that can be purchased or used to displace or offset carbon-intensive activities. These include carbon credits, benefits, emissions reductions, offsets and allowances.

Net-zero carbon municipal buildings

With regard to energy use in new and existing municipal buildings, energy-efficiency retrofits for lighting as well as heating, ventilation and air-conditioning systems have been ongoing, and have been expanded to improve energy efficiency in City operations such as wastewater treatment. Since the inception of the energy-efficiency programme for municipal buildings in 2009, the City has retrofitted 177 municipal facilities with energy-efficient interventions such as lighting and occupancy sensors. Eleven buildings were retrofitted with energy-efficient air-conditioning in the past financial year. Current studies show that the City's portfolio is very energy-efficient. With many of the easily achievable options now exhausted, the focus is shifting towards more bespoke energy retrofits for specific buildings.

A continued focus in the municipal buildings performance management programme remains obtaining energy performance certificates (EPCs) in line with national requirements. EPCs are an important stepping stone towards the goal of net-zero carbon buildings, as they pave the way for data collection and benchmarking. The City issued 72 EPCs between 2021 and June 2025, with an additional 47 facilities that require EPCs and 69 requiring renewals, which will be issued within 36 months of the appointment of a service provider in July 2025. This work continues to be driven through the EPC Forum, which was established in 2022/23 to coordinate the implementation of EPCs across the organisation and raise awareness of the role of energy efficiency and the City's net-zero goals for municipal assets.

The 2021 model for net-zero carbon municipal buildings by 2030 has been updated in order to clarify the 2030 target as well as improve data collection and the City's approach. In line with the pathway to net-zero carbon, the model indicates the current electricity consumption across the portfolio, sets an overall target for energy efficiency to reduce energy demand across the portfolio, indicates the portfolio's capacity to generate renewable energy on site, and sets the target for off-site renewable energy generation.

To enable the uptake of renewable energy in municipal buildings, the City has an active programme that offers initial PV sizing, costing and, importantly, a procurement vehicle for user departments to access service providers who will be able to install SSEG systems. The Sustainable Energy Markets (SEM) Department also initiated a system to support other City departments to register their SSEG systems or request assistance with energy-efficiency interventions, energy generation and storage projects, and operation, maintenance and metering requirements.



An active programme is in place to help enable the uptake of renewable energy in City buildings.

PROGRESS INDICATORS

Goal15: All new buildings (residential, commercial and municipal) to be net-zero carbon by 2030				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
All new buildings (residential, commercial and municipal) are designed and constructed to be net-zero carbon by 2030	Percentage of City building control officers, planners and examiners trained and capacitated on the SANS 10400-XA:2021 Edition 2 regulations	0% (2021/22)	100% of building control officers, planners and examiners trained. Additionally, 55% of building inspectors were trained in 2023/24.*	95%** of all City staff employed to examine plans and building sites for compliance with National Building Regulations trained in SANS 10400-XA:2021 Edition 2
	Improving data collection relating to building energy efficiency	Investigations into data availability under way (2021/22)	Compliance study concluded. The study revealed that the plans approved during the specific period were substantially compliant with the regulations, achieving a 71,3% overall compliance rating.	Nine City officials trained in the use of IFC's EDGE tool

* Indicator to be adjusted to include this category.

** Decrease is because of new staff who have joined the City and have yet to undergo training.

Goal 16: All existing residential and commercial buildings to be retrofitted with energy-efficient technologies in order to be net-zero carbon in operation by 2050				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
More enabled residential and commercial sectors to achieve net-zero carbon building compliance through incentives, guidelines and disclosure	Total number of approved grid-tied installations commissioned (legalised) for the residential and commercial sectors	1 698 (1 349 residential; 349 commercial) (2020/21)	6 462 (5 766 residential; 696 commercial and industrial)	13 398 (breakdown unavailable at the time of reporting)

GOAL 17: All existing municipal buildings (excluding industrial plants) to be net-zero carbon by 2030					
Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
All existing and new municipal buildings (excluding industrial plants and utilities) are retrofitted, or designed and constructed, to be net-zero carbon by 2030	Annual measured and verified electricity savings from energy-efficiency projects in municipal operations	1 784 112 kWh (2022/23)	1 800 000 kWh (2023/24)	2 042 458 kWh	1 845 775 kWh
	Share of zero-carbon electrical energy used by City-owned or leased buildings for public-sector service and administrative purposes	1%	100% (2030)	1,06% (2022)	1,48% (2023)*

* In 2023, the performance of City facility SSEG systems was still poor due to a lack of maintenance contracts: 479 MWh versus 850 MWh in 2018. However, by 2024, many systems had been repaired.

STRATEGIC FOCUS AREA 9: MOBILITY FOR QUALITY OF LIFE AND LIVELIHOODS

OVERVIEW

In recent years, the transport sector has accounted for roughly half of the total energy consumed in Cape Town. Fossil fuels used by internal combustion engines are the second-biggest source of the city's emissions (after electricity consumption), contributing significantly to Cape Town's carbon footprint and local air pollution. The sector is also a net drain on the local economy, exposing it to volatile crude-oil prices. The goals under this SFA focus on achieving a system of mobility in Cape Town that is not only low-carbon, but also enables an improved quality of life and livelihoods.

Reporting on this SFA covers four goals:

- ✓ **Goal 18:** Through the City's role as the transport planning authority as well as the contracting authority for bus rapid transit (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030, and put in place a contingency for alternative mass transit infrastructure in the event that the rail system does not recover or ceases to be functional altogether
- ✓ **Goal 19:** Integrate transport modes to improve efficiency and fast-track a modal shift from passenger kilometres by private vehicles to other modes (decreasing from 58% in 2016 to 23% in 2050)
- ✓ **Goal 20:** Prepare for a scenario of complete transition to electric or alternative-fuel-powered freight, bus, taxi and passenger vehicles by 2050
- ✓ **Goal 21:** Ensure that climate change and air quality monitoring and metrics for transport adequately support the assessment of actions and by-laws in the sector

PROGRESS IN 2024/25

Transport strategy, planning and research

The multiyear programme to review and update the City's Integrated Public Transport Network (IPTN) 2032 Plan continued in the reporting year and is expected to be completed by 2026. The new approach embraces critical uncertainties, including future scenarios where rail services are significantly constrained, with other modes addressing travel needs. The IPTN review also intends to include a more explicit focus on the importance of non-motorised transport (NMT). The implementation plan will consider approaches to incrementally increase public transport efficiencies and, therefore, attractiveness.

Meanwhile, in the context of the sharp decline of passenger rail over the past few years in Cape Town (and across South Africa), the City continues to explore and pursue the devolution of the rail service. At the time of reporting, the rail devolution study, including the feasibility, risks and implications of incorporating urban passenger rail into the City's public transport function, had been completed, and the business plan for the phased assignment of urban rail was set to be approved in December 2025. This comprehensive study will be crucial in shaping the future structure and management of Cape Town's urban rail system, ensuring that it supports the City's transport and economic recovery goals. Furthermore, engagements with the Passenger Rail Agency of South Africa (PRASA) and relevant rail stakeholders are ongoing through relevant committees.

A significant milestone in the reporting year was the signing of a service-level plan (SLP) between the City and PRASA to define the shorter-term roles and responsibilities for the provision of effective and efficient urban rail services. This marks a key component of the City's strategy to formalise its partnership with PRASA and ensure alignment in rail service delivery. Two SLP Steering Committee meetings have been convened since the SLP signing.

The City's pilot project to operationalise transport operating companies in the minibus-taxi industry is still in its data collection phase. The pilot is supported by a service provider of the national Department of Transport. The data is being collected from smart cameras fitted to all operational vehicles of the pilot taxi association, and is essential for the optimisation of the minibus-taxi service offering.

Building on the congestion management prioritisation study and associated work reported on previously, the programme for public transport priority measures is under way. As part of this programme, a dedicated public transport lane on the N2 outbound has been initiated and is at the conceptual design stage. Other congestion improvement interventions implemented in the reporting year include the ongoing installation of lithium uninterruptible power supply systems at traffic lights. The new reversible lane signalling system to reduce the impact of congestion on the MyCiTi service along the R27 remains in operation. Furthermore, the congestion relief (mobility priority) programme is planned to be finalised by December 2025. Interventions focus on high-volume infrastructure, such as public transport priority lanes, to improve travel times for public transport users and encourage commuters in private vehicles to switch modes. Engagement continues with the minibus-taxi industry and Golden Arrow Bus Service to coordinate work and plans through their respective Intermodal Planning Committee subcommittees on a quarterly basis. This is in support of their services, which provide high-occupancy vehicle travel options.

The review of the City's Travel Demand Management Strategy is complete, and the revised draft was the subject of public participation at the time of reporting. The City's Remote Working Guidelines remain in place, and remote and hybrid work has been integrated into the City's operations.

Non-motorised transport (NMT)

Strategic planning and implementation of the NMT implementation programme is ongoing, and infrastructure projects at the construction stage in the 2024/25 reporting year included NMT improvements in Khayelitsha, Mitchells Plain, Hanover Park, Heideveld, Klipfontein Road, Kensington, Factreton, Maitland and Kuils River. The infrastructure programme is complemented by an awareness and education drive to encourage the shared and safe use of road space for walking and cycling. Additionally, Council approved the City's new Walking and Cycling Strategy in April 2025, reaffirming Cape Town's commitment to reducing private-car dependency and creating a more inclusive, people-centred transport system.



The City's new Walking and Cycling Strategy was adopted by Council in April 2025.



Activities to enable EV uptake in the City's fleet and citywide are steadily progressing.

Electric and cleaner fuel-powered transport

The City's planning and enabling work in transitioning to electric or alternative-fuel-powered transport continues to progress steadily. Council approved a Dual-Path Bus Procurement Strategy in 2024, which proposes that both low and zero-emissions vehicles, i.e. battery electric buses and Euro VI diesel-powered buses (which utilise lower-sulphur diesel), be included in future bus procurement for the full MyCiTi bus service. The envisaged plan is for 70 full battery electric buses to be procured under the MyCiTi Phase 2A roll-out. Acting within this strategy, a tender for the supply and delivery of 12 m low-floor/low-entry battery electric buses has been awarded by the City's Bid Adjudication Committee, with the buses expected to be delivered in 2027.

In parallel, the recommendations from the City's corporate fleet electric vehicle (EV) pilot are being integrated into the joint City-Province new-energy vehicles (NEV) strategy. This will inform future decision-making on fleet composition, starting with the upcoming request for information (RFI) process to test supplier readiness and guide procurement planning. The planned RFI will help assess the current market offerings, including available NEVs and charging infrastructure, as well as upcoming NEV models scheduled for production or release in South Africa. The City also undertook a benchmarking trip in September 2024 to engage with European countries that have been experimenting with EV technology. Global best practice in EV adoption was highlighted, including policy alignment, original equipment manufacturer collaboration, and large-scale charging roll-outs. Key lessons will be applied locally through the further development of the NEV strategy and the RFI.

The City's own solar-powered EV charging pilot sites at two of its municipal buildings remain open to the public. Since their inception in 2021, the EV chargers have provided 79 000 km of emissions-free driving, which translates to a saving of just over 16 tCO₂e. To advance and coordinate the administration's transversal EV work internally, a City steering committee and working group dedicated to EVs meet regularly.

The City also continues to support activities that enable citywide EV uptake. In collaboration with key partners, outputs during the reporting year included the mapping of sites of potential high electricity demand to support the electrification of public transport depots and interchanges in the future, an assessment of the challenges and opportunities associated with the charging of minibus taxis across the metro, and a workshop on EV standards and guidelines to coordinate efforts with government, other municipalities and key stakeholders.

Finally, progress with transport emissions data management and improvement includes the ongoing annual data collection and analysis process to calculate relevant emissions of the Urban Mobility Directorate, using the Enterprise Performance and Carbon Management carbon footprint model. Efforts are also under way to improve transport sector representation in relevant datasets and models, including the generation of environmental indicators and GHG emissions up to 2040 for the IPTN plan, updating vehicles sales data in the new 2025 State of Energy and Carbon report, and completing the first iteration of the transport stock model in LEAP.

PROGRESS INDICATORS

Goal 18: Through the City's role as the transport planning authority as well as the contracting authority for bus rapid transit (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030, and put in place a contingency for alternative mass transit infrastructure in the event that the rail system does not recover or ceases to be functional altogether

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Rail system carrying capacity restored to 30% above 2010 levels by 2030, and contingency plans for alternative mass transit infrastructure developed	Modal split between private transport, public transport and walking based on main mode to work	58%:33%:9% (2016)	N/A	58%:33%:9%	58%:33%:9%*
	Provision of professional services to undertake an investigation that would enable the City to support the restoration and sustainability of passenger rail services that align with the City's Comprehensive Integrated Transport Plan	New indicator in SDBIP	Phase 2: Baseline assessment of the City's rail system 60% complete (2022/23) Phase 3: Alternative institutional report 50% complete (2023/24)	Phase 2: Baseline assessment of the City's rail system 100% complete Phase 3: Alternative institutional report 71% complete	Phase 3: Alternative institutional report 100% complete Phase 4: Development of the business plan: preferred option(s) - 100% complete (2024/25)

* Data remains unchanged, as new statistics were not available at the time of reporting. Although rail is now rapidly recovering, the modal shift is not yet evident.



Goal19: Integrate transport modes to improve efficiency and fast-track a modal shift from passenger kilometres by private vehicles to other modes (decreasing from 58% in 2016 to 23% in 2050)

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Public transport share (including NMT) is maintained or increased	Modal split between private transport, public transport and NMT based on main mode (weighted average of mode to work and education combined)	45%:29%:26% (2016)	45%:29%:26%	45%:29%:26%*
	Length of NMT paths built on an annual basis**	22,4 km (2020/21)	0 km (all work was in design, procurement or construction preparation phases)	Approximately 34,18 km completed: • Khayelitsha (24%) 5,34 km • Mitchells Plain (17%) 4,4 km • Hanover Park (41%) 4,81 km • Heideveld (43%) 4,57 km • Gugulethu (15%) 2,69 km • Kensington (9%) 1,27 km • Kuils River (90%) 11,10 km

* Data remains unchanged, as new statistics were not available at time of reporting. Although rail is now rapidly recovering, the modal shift is not yet evident.

** The number of NMT kilometres constructed is derived from the sum of the lengths of the footways, cycle paths and shared facilities constructed, measured in terms of actual progress reported on the latest approved construction programmes. Note that projects in the NMT programme are procured and executed in phases depending on budget availability, and that the length delivered per year varies depending on the phase of the project delivery cycle.



Work continued to explore and pursue the devolution of the rail service.

Goal 20: Prepare for a scenario of complete transition to electric or alternative-fuel-powered freight, bus, taxi and passenger vehicles by 2050

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Increased proportion of electric or alternative-fuel-powered freight, bus, taxi, City fleet and passenger vehicles	Percentage of MyCiTi fleet that is low-emissions*	0%	N/A	0%	0% (procurement initiated in 2024/25)
	Number of multistakeholder engagements to grow the e-mobility ecosystem in the Western Cape	3 per annum	3 per annum	1	• 4 EV working group meetings • 2 EV steering committee meetings • 1 industry engagement

* Tracks the percentage of the City's MyCiTi buses that are electric or powered by alternative fuel.

Goal 21: Ensure that climate change and air quality monitoring and metrics for transport adequately support the assessment of actions and by-laws in the sector

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Improved climate change and air quality metrics for the transport sector are developed and adopted	Climate change and air quality metrics for the transport sector developed*	N/A	Urban Mobility annual carbon footprint calculation: 32 041 tCO₂e (2021 data) 2022 data was collected, but analysis not completed; therefore, 2021 data reported again	Annual carbon footprint calculation for 2024: 59 739 tCO ₂ e**

* This indicator assesses whether a baseline carbon footprint measurement assessment and action plan for the Urban Mobility Directorate has been produced, updated and integrated, and whether an environmental index (including air quality) has been developed to supplement the Urban Development Index.

** It is noted that emissions almost doubled between 2021 and 2024. This will be evaluated and addressed in the next reporting cycle.

STRATEGIC FOCUS AREA 10: CIRCULAR WASTE ECONOMY

OVERVIEW

The City recognises that landfilled organic waste is not only a contaminant of other, potentially recoverable materials in the waste system, but also a significant source of methane emissions, which have historically resulted in the waste sector accounting for 10–11% of Cape Town's citywide GHG emissions. This needs to be considered against the backdrop of the larger transition to a circular waste economy as a shared responsibility, and in conjunction with supporting measures to reduce the amount of waste sent to landfill. Many of the actions under this SFA aim to increase the understanding of the costs and benefits of – and the resources required for – this transition, and to strengthen the evidence base and technical capacity.

Reporting on this SFA covers four goals that focus on gaining economic benefits from waste, and reducing its environmental impact:

- ✓ **Goal 22:** Develop and implement an integrated waste management strategy that is financially feasible and maximises material efficiency by prioritising waste avoidance, reduction, treatment and recycling in line with national targets
- ✓ **Goal 23:** Reduce organic waste disposal to landfill (in line with Provincial Integrated Waste Management Plan targets) by 50% by 2022, and 100% from 2027, through better waste separation, treatment and utilisation
- ✓ **Goal 24:** Increase diversion of recyclables from disposal to landfill to 40% by 2025, 55% by 2030, >70% by 2035, and 85% by 2050, through improved collection, waste separation, and providing support to informal workers
- ✓ **Goal 25:** Reduce the climate and environmental impact of waste disposal and wastewater treatment facilities by increasing biogas and landfill gas collection efficiency, treatment and utilisation

Achieving these goals, which are aligned with stringent national and ambitious provincial diversion targets, will require partnerships with communities and the private sector, and the acceleration of various programmes.

PROGRESS IN 2024/25

Planning, research and reporting

At a planning and policy level, the adoption of the City's new Waste Strategy in May 2025 was a significant milestone. The strategy is built on the commitment pillars of optimising existing services, minimising waste to landfill, and maximising the basket of services. Work to improve the waste management evidence base also continued.

Waste service providers and generators have been making good use of the City's online accreditation application system to register their waste management functions, and work continues to enhance the management and reporting of data on solid waste diversion and disposal. In 2024/25, 283 waste generators were reached through campaigns, and 358 applications were received. A feasibility study regarding the envisaged regional facility as well as alternative technologies to formalise waste diversion was completed in the reporting year, and included two waste characterisation studies.

Two actions focused on the circular economy have now been incorporated into the City's Waste Strategy (actions 2.12 and 2.22), building on the recommended interventions from the Circular City Waste Scan (2023). Ongoing collaboration with key stakeholders in this space includes exploring opportunities for organic waste beneficiation in Cape Town through innovative technologies. An example of this in the reporting year was the commencement of a decentralised black soldier fly (BSF)^{xxx} trial linked to a circular farm to test innovative food loss and waste reduction methodologies. In addition, as part of a collaboration with GreenCape, a list of all waste beneficiation companies, including in the textile sector, was made available to the City. The City's community of practice on the green economy, environmental fiscal reform, the circular economy and green jobs also continues to meet as an informal working group.

Organic waste diversion and materials recovery

Part of the Urban Waste Management Directorate's project pipeline for organic waste diversion is the development of infrastructure to support decentralised organic waste separation and processing. Efforts in this regard include the ongoing development of the regional waste facility, upgrading of the Bellville composting plant, and provision of additional drop-off facilities. The development of the organic waste implementation plan is currently under way and will be concluded by June 2026.

A number of programmes and pilots aimed at increasing organic waste diversion were also under way in 2024/25, including the following:

- ✓ The Langa and Mandela Park organics separation-at-source aggregation trial has been extended until April 2026. In the reporting period, the trial diverted 234 tonnes of organic food waste from landfill.
- ✓ Organic waste diversion trials conducted in collaboration with other stakeholders, such as the separation-at-source trial with Bellville fruit and vegetable traders in collaboration with the Greater Tygerberg Partnership, and the Potsdam BSF trial using food waste
- ✓ The ongoing roll-out of home composting containers (52 882 to date) to residents across the city, free of charge
- ✓ The continued operation of drop-off sites for garden waste, which is then chipped and composted for reuse by private businesses



Home composting containers are rolled out to residents annually.

^{xxx} Black soldier fly (*Hermetia illucens*) larvae are gaining traction as a solution to unlock the circular economy by upcycling low-value organic waste into high-value products with multiple applications, most notably in animal feed and pet food, but also for crop production and healthy soils.

The ongoing planning and design of additional materials recovery facilities (MRFs) will enable the larger-scale expansion of the Think Twice dry recyclable waste collection service. The Coastal Park MRF will be fully operational by the end of 2025, while a new separation-at-source tender linked to the MRF, servicing 27 056 additional service points, was advertised in the reporting year. The Athlone MRF Phase 1 upgrade will be taken forward in the years ahead. Furthermore, the Bellville refuse transfer station received authorisation to compost organic waste since June 2024. The City is also exploring alternative business and partnership models with, for example, small, medium and micro-sized enterprises and producer responsibility organisations to roll out separation at source in new, innovative ways, including through waste picker integration. A mobile Swop Shop for recyclables has been successfully trialled for separation at source in certain low-income areas. To enable the expansion of this model in the next reporting period, a smaller Swop Shop trailer has been prepared.

Institutional progress, in the form of the appointment of the Waste Minimisation and Circular Resource Economy manager in the Urban Waste Management Directorate, is moving efforts forward towards exploring the separation of recyclables and organics at, and their collection from municipal buildings and facilities. This work will rely on the engagement and buy-in of multiple departments.

Awareness and communication

Various waste-related awareness and communication programmes are ongoing, including promoting waste avoidance, waste minimisation and the prevention of illegal dumping. Programmes that ran in 2024/25 included the activation of the Bingo mascot and public awareness messaging through theatrical performances and plays; drop-off awareness drives and community exhibitions; awareness tours to Kraaifontein integrated waste management facility and Coastal Park landfill, addressing waste management, the circular economy and waste recovery; organic waste bin roll-out initiatives, including demonstration sessions; and the production of online publications, booklets (aimed at preschoolers and spaza shop owners respectively), and a social media clip on organic waste diversion.

Decarbonisation of waste

Landfill gas infrastructure has been installed at the Bellville, Coastal Park and Vissershok landfill sites. Currently, the landfill gas is being flared, and the project is generating carbon credits, being registered with the Clean Development Mechanism. As of 2024/25, the total carbon emissions reduction achieved stood at 591 385 tCO₂e for Coastal Park, 142 142 tCO₂e for Bellville, and 18 806 tCO₂e for Vissershok. Phase 2 of the project focuses on utilising the landfill gas for electricity generation. At the time of reporting, this work was at an advanced stage. In 2024, the City also generated its first revenue from the sale of carbon credits to the value of R32 million.

In addition, work has continued to develop biosolids beneficiation facilities (BBFs) as a component of the City's wastewater treatment processes. Due to budget constraints, a public-private partnership (PPP) is being considered for the Southern BBF installation, for which a section 78 process^{xxxii} has now been completed. A service provider has also been appointed for the Cape Flats PPP feasibility study, which will commence once the PPP is registered with National Treasury.

^{xxxii} A mandatory evaluation process that municipalities must undertake once it is determined that a service delivery mechanism must be extended, upgraded or improved. Section 78 of the Municipal Systems Act provides that a municipality must first assess the provision of the relevant activity through an internal mechanism, after which it may decide to explore delivery through an external mechanism.

PROGRESS INDICATORS

Goal 22: Develop and implement an integrated waste management strategy that is financially feasible and maximises material efficiency by prioritising waste avoidance, reduction, treatment and recycling in line with national targets

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Improved integrated waste management planning and implementation in line with national targets through the development of planning and financial mechanisms based on an improved evidence base	Finalisation of a new City waste strategy, and annual reporting thereon	Waste Strategy development at 50% (draft framework and action plans) (2021/22)	Waste Strategy released for public participation in September 2024	Waste Strategy approved in May 2025. Monitoring and evaluation plan and reporting system being developed.



Coastal Park Material Recovery Facility and landfill gas-to-energy plant in progress.

Goal 23: Reduce organic waste disposal to landfill (in line with Provincial Integrated Waste Management Plan targets) by 50% by 2022, and 100% from 2027, through better waste separation, treatment and utilisation

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Reduced organic waste disposal to landfill in line with relevant provincial and national targets	Organic waste diverted by City programmes as a percentage of the organic waste that the City handles	26% (excluding wastewater sludge) 42% (including wastewater sludge) (2020/21)	41,34% (including wastewater sludge)*	39,97% (including wastewater sludge)**

* Wastewater sludge accounts for 20% of the reported figure.

** Wastewater sludge accounts for 18,61% of the reported figure.

Goal 24: Increase diversion of recyclables from disposal to landfill to 40% by 2025, 55% by 2030, >70% by 2035, and 85% by 2050, through improved collection, waste separation, and providing support to informal workers*

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Increased diversion of recyclables from disposal to landfill through improved collection, waste separation, and support to informal workers	Percentage of waste diverted from landfill sites through Council waste minimisation initiatives	21,34% (362 371 tonnes) - Organics 104 535 tonnes - Builder's rubble reused 222 094 tonnes - Builder's rubble entering landfill 434 411 tonnes (still to be reused) (2020/21)	28% (2024/25)	31,77% (646 159 tonnes) - Organics 229 505 tonnes - Builder's rubble reused 387 376 tonnes	28,42% (565 946 tonnes) - Organics 218 233 tonnes - Builder's rubble reused 324 620 tonnes

* For purposes of this goal, 'recyclables' refers to any waste stream that can be diverted from landfill for beneficiation in the economy, including recyclable packaging, organic waste and builder's rubble.

Goal 25: Reduce the climate and environmental impact of waste disposal and wastewater treatment facilities by increasing biogas and landfill gas collection efficiency, treatment and utilisation

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Increased biogas and landfill gas collection, efficiency, treatment and utilisation	Landfill methane destruction (flaring and waste-to-energy)	New indicator	Carbon emissions reduction: 489 414 tCO₂e for Coastal Park landfill 142 142 tCO₂e for Bellville landfill	Carbon emissions reduction: 591 385 tCO₂e for Coastal Park landfill 142 142 tCO₂e for Bellville landfill 18 806 tCO₂e for Vissershok landfill
	Number of biosolids beneficiation facility (BBF) installations that have come online	0	0 Phase 1 of first BBF in design phase	0 PPP process ongoing

CROSS-CUTTING WORK AREA 1: MAINSTREAMING, GOVERNANCE, RESEARCH AND KNOWLEDGE MANAGEMENT

OVERVIEW

Mainstreaming is essential to make sure that the City's climate change response is effectively integrated into all relevant strategies, policies and plans, enabling service delivery and infrastructure that is resilient to climate change. Mainstreaming also ensures that climate change response is not seen as the responsibility of only one or two departments, but becomes a shared responsibility across all City departments and functions.

Reporting on this CCWA covers two goals:

- ✓ **Goal 26:** Mainstream climate change responses into key City strategies, policies, processes and plans
- ✓ **Goal 27:** Conduct and commission climate-change-related research, and ensure that the City remains up to date with emerging research in the field

PROGRESS IN 2024/25

Mainstreaming into policies and planning

In 2024/25, a methodology for assessing the integration of climate responsiveness into the City's sector plans was developed, funded by the national Department of Cooperative Governance's Municipal Systems Improvement Grant. The project stemmed from the recognition that although the sector planning process remains a critical tool for embedding climate responsiveness into the City's mid to long-term infrastructure planning and capital project portfolio, the level of climate responsiveness across sector plans is inconsistent and underdeveloped. The project assessed climate responsiveness in City sector planning, developed risk thresholds, tested an assessment method, created a maturity model, and proposed a support roadmap and recommendations for transversal adoption of climate responsiveness. Future work on this action will be focused on the application of this methodology to the City's sector plans in order to make these more climate-responsive, where required.

Work has also continued on mainstreaming climate change considerations into City policies, strategies, by-laws and plans. As a result, climate change responsiveness is now a standard component of strategy development and review. In 2024/25, this included integration into the Waste Strategy, Comprehensive Integrated Transport Plan, Mobile Business Policy, Informal Trading Policy and By-law, Shared Network Charges Policy, Residential Reticulation Policy, City-Owned Generation SOP, Events By-law, Film By-law, Local Biodiversity Strategic Action Plan, Integrated Risk Management SOP, Heritage Resource Management Strategy, and Walking and Cycling Strategy. Draft strategies that were under way in 2024/25 into which climate change responsiveness is also being integrated where possible are the Fleet Management Strategy, Floodplain and River Corridor Management Policy, Affordable Housing Policy, Environmental Strategy, Markets Management Policy, Long-Term Plan, Building Policy, and Water Conservation and Water Demand Management Strategy.

Budget and project management integration

With regard to the integration of climate change considerations into budgeting and project management, a screening questionnaire has been included in the City's project portfolio management (PPM) system for some years. The questionnaire requires project managers to consider whether their projects contribute to building resilience, and to tag their projects accordingly, including options relating to climate adaptation and resilience. Options for further building PPM integration are being explored, including a review of the list of shocks and stresses currently included in the system.

A high-level climate budget tagging exercise conducted in the past year showed that, for the 2025/26–2027/28 draft capital budget (three-year view), approximately R4,24 billion has been allocated to programmes or projects that respond to climate change as a primary goal. These are programmes or projects that have been specifically designed to address a climate risk, reduce GHG emissions, or both, and include projects that also have other benefits (such as social, economic or environmental benefits) as well as projects that have multiple key goals, including climate change response. Another approximately R22,91 billion will be going towards projects that have a climate change co-benefit.

In the past year, technical assistance was obtained from the AfDB UMDf for updating the 2019 Climate Change Hazard, Vulnerability and Risk Assessment for Cape Town. The update, which is scheduled for 2025/26, will focus on addressing the recommendations of the review conducted in 2023/24. It will also include the development of an interactive online tool to allow non-GIS users to view and use the data and information produced by the update.

Climate Change Response Forum

The CCRF was established in 2024/25, comprising representatives from a range of City departments involved in responding to climate change. Its first meeting was held in November 2024, and the second in June 2025. The intention is for the CCRF to meet twice a year, with additional ad hoc meetings to be convened as needed. Chaired by the Risk and Resilience Department, the CCRF serves to enhance the coordination of climate change response activities, monitoring, reporting and knowledge-sharing across the organisation, considering the cross-cutting nature of climate change. Having a cross-sectoral forum also helps the City align and prepare for the implementation of the newly promulgated Climate Change Act.

Data and research

The previous cycle of the knowledge transfer programme drew to a close in 2024/25, with a focus on themes relating to social and economic vulnerability. A new call for applications will be issued in 2026. The City's participation in the Cape Higher Education Consortium (CHEC) continues, with the administration supporting the implementation of current CHEC projects under the joint research programme, with a focus on social vulnerability. In the past year, the Research Branch of the Policy and Strategy Department obtained Council approval to contribute additional budget to the remaining CHEC projects. The branch also continues to process requests from local and international researchers who apply to conduct research relating to the City, including research on climate change. More than 150 applications were considered in 2024/25, and 72 were approved.

The climate change research pipeline document is updated on an ongoing basis and informs engagement with external funders with regard to technical assistance. The City is also exploring the development of agreements with local university research units who work in the field of climate change. This will form the basis for a closer working relationship with these research units, and the establishment of a collaborative research programme.

Finally, work continued on enhancing the City's approach to managing climate change data. Unfortunately, the SmartFacility application continued to experience significant challenges. The application was temporarily re-established on the City's corporate network; however, another setback occurred when data from the meters in the field stopped syncing with the application in a scheduled manner. Troubleshooting continues and facility managers receive information on request. Work in 2025/26 will include a focus on permanently establishing the application on the City's own network. In 2023/24, the SEM Department established an enterprise database that includes a dedicated repository for RECs, which has improved the accuracy of City REC record-keeping and will allow this information to be more easily accessed in future. The database was updated throughout 2024/25. The SEM Department has also initiated a process to develop a Data Handbook, which will be a practical guide to accessing and working with energy and climate-related data, as well as appropriate governance standards.



Credit: UNClimateChange

PROGRESS INDICATORS

Goal 26: Mainstream climate change responses into key City strategies, policies, processes and plans

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Climate change response is mainstreamed into key City strategies, policies, processes and plans	Extent to which climate change response is mainstreamed into the City's project portfolio management (PPM) process	Climate change adaptation/resilience considerations included as a screening item in the City's PPM process	Climate change adaptation/ resilience considerations included as a screening item in the City's PPM process, and continues to be used	Climate change adaptation/ resilience considerations included as a screening item in the City's PPM process, and continues to be used

Goal 27: Conduct and commission climate-change-related research, and ensure that the City remains up to date with emerging research in the field

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Climate-change-related research is commissioned and conducted, and the City remains up to date with emerging research	Percentage of city area for which a climate change hazard, vulnerability and risk assessment has been undertaken in the past five years	100%	100%	0% The 2019 study is out of date and will be updated in 2026.

CROSS-CUTTING WORK AREA 2: ECONOMIC IMPACTS AND GREEN ECONOMY OPPORTUNITIES

OVERVIEW

Climate change threatens to stifle both local and global economic growth and development through its impact on international market competitiveness as well as the direct impact of climate risks on the economy. Therefore, a shift in economic activities and decision-making is required through an approach that prioritises low carbon, resource efficiency, and the conservation of ecosystem services and biodiversity.

Reporting on this CCWA covers two goals:

- ✓ **Goal 28:** Advance the local green products and services market, and reduce the risks of climate impacts on local economic development
- ✓ **Goal 29:** Support the development of a climate-resilient and carbon-neutral green economy through City operations

PROGRESS IN 2024/25

Progress towards developing a greener economy in Cape Town continued in the reporting year through activities focused on internal supply chain management processes and decision-making, the facilitation of investments in the local green economy, and green skills development and employment opportunities.

Green procurement

The City's Environmental Management Department continued to implement the short to medium-term actions of the City's Green Procurement Action Plan. This included further mainstreaming of green cleaning chemicals across City operations, input into various policy and tender specification processes to ensure the incorporation of green procurement principles, and the development of a communications strategy relating to green cleaning chemicals. Additionally, the City completed a project focused on supporting green procurement in the Urban Mobility Directorate's capital pipeline, in conjunction with the Western Cape Economic Development Partnership (EDP). The main output of this project was an action-learning report for greening urban mobility infrastructure, which will form the basis for future engagement across other capital sectors.

Work continued on the development of various guidelines and specifications, including draft specifications for a range of material categories, draft guidelines for sustainable building procurement, draft sustainable design principles for different types of capital and infrastructure projects, and a draft set of guidelines for recycled building materials in City capital projects. The Environmental Management Department also prioritised the facilitation of internal training and communication on the City's green procurement programme and action plan. This includes working towards the development of the 2026 Mayor's Portfolio of Urban Sustainability, which will focus on showcasing best practice in green procurement in City projects and tenders.

Green economy investment

The Atlantis special economic zone (ASEZ), which focuses on green technology (or 'green tech'), saw significant further development in 2024/25 and remains the key focus for green tech investment in Cape Town, particularly in renewable energy. A major development in the reporting year was the official registration of the transfer of City-owned properties to the ASEZ, which will significantly contribute to the City's efforts to drive industrial

investment, create jobs and unlock economic opportunities. Additionally, the ASEZ continued to attract new investors in solar PV assembly, battery storage, and recycling.

In addition to the implementation of the Investment Incentives Policy (which is currently under review), the ongoing promotion of updated market intelligence on Cape Town's green economy through the Invest Cape Town brand has solidified Cape Town's reputation as a premier destination for green investments, with a growing international profile in key sustainability sectors. Investments in the reporting year focused on renewable energy infrastructure, electric mobility charging, and advanced manufacturing. These achieved a combined value exceeding R390 million and created more than 230 jobs. The business engagements that were facilitated also delivered a strong uptake in investments in smart circular economy, smart water and smart agricultural technology initiatives. Targeted investor and corporate engagements that focused on the energy sector advanced new models, including virtual power plants, cooling-as-a-service, and carbon credits, while localisation of solar and storage manufacturing gained traction.

Skills development

The City also continues with international engagements and skills development initiatives to strengthen Cape Town's position as a leader in green technology and sustainable industrial development. In the past year, these included hosting events such as the Water Security Africa workshop, AgTech Connect networking session, and an event on organic waste landfill restrictions for the food and beverage industry. The City also participated in the Solar Impulse Foundation advisory board, International Cleantech Network annual general meeting, the Southern African Development Community's Sustainable Finance Forum, and the Enlit Africa conference.

Finally, the City continued to implement the invasive species and green jobs skills development and mentoring programmes. Planning for Phase 3 of the Kader Asmal skills development programme as well as for the river warden skills development programme took place in the reporting year, with a view to implement in July 2025. The Invasive Species Unit also continued to facilitate a number of jobs relating to invasive species control for various line departments, subcouncils and wards. Of the 36 vacancies that became available in the Biodiversity Management Branch, 12 were filled directly by EPWP/skills development candidates, and a further 12 promotions were from previous EPWP/skills development candidates. Overall, 67% of the vacancies were filled by candidates that had previously participated in a Biodiversity Management Branch skills development programme.

PROGRESS INDICATORS

Goal 28: Advance the local green products and services market, and reduce the risks of climate impacts on local economic development					
Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Economic growth is stimulated through a climate-resilient local economy and the development of local green products and services markets	Value of green tech investments facilitated/ brought to Cape Town	R194,65 million (2021/22)	R500 million (2024/25)	R686,75 million	R331,8 million
	Number of industry events hosted	19	14	23	25

Goal 29: Support the development of a climate-resilient and carbon-neutral green economy through City operations				
Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
A climate-resilient and carbon-neutral green economy is developed and supported through City operations	Number of job opportunities created annually as a result of the implementation of green jobs projects	3 811 (2021/22)	4 072	1 262*

* The number of job opportunities in 2024/25 was lower than anticipated due to budgetary constraints.



The Atlantis special economic zone saw significant further development in 2024/25 and remains the key focus for green tech investment in Cape Town.

CROSS-CUTTING WORK AREA 3: BUSINESS MODELS, REVENUE AND FINANCING CLIMATE CHANGE RESPONSE

OVERVIEW

Climate finance is an important mechanism to enable the implementation of both mitigation and adaptation programmes and projects, and includes loans, grant funding and technical assistance. In addition, reviewing the way in which the City does business – through its revenue model and other mechanisms – may offer important opportunities for responding to the various financial risks posed by climate change.

Reporting on this CCWA covers two goals:

- ✓ **Goal 30:** Investigate sources of climate finance and the use of innovative financial mechanisms to support climate change response, and implement these where feasible
- ✓ **Goal 31:** Use financial mechanisms, including business models, tariffs, investment and divestment, to respond to climate change impacts and mitigation opportunities

PROGRESS IN 2024/25

Technical assistance and partnerships

The Technical Partnerships Unit proactively works with internal and external stakeholders to secure climate-related funding for the City, and helps identify suitable City project proposals. To add to the technical assistance tracker it had established earlier, the unit also developed a donor database in 2024/25. Progress reporting to the City's Executive Management Team occurs every quarter.

In the year in review, the City continued to receive climate-change-related technical assistance from the C40 CFF, co-funded by GIZ, to develop a business case for using green infrastructure in catchment management (under the LUW programme), as well as for another project focused on the use of renewable energy in municipal buildings. As the City forms part of the global C40 Cities network, it also received further support from C40 with regard to electric bus infrastructure design and business models.

Key climate-change-related technical assistance that continued in 2024/25 came from:

- ✓ the Agence Française de Développement Cities and Climate Facility, for a coastal adaptation planning project to deliver critical coastal sea-level rise modelling and planning for the False Bay coastline;
- ✓ the World Bank, for the development of a Smart Grid Implementation Roadmap;
- ✓ the AfDB UMDF, for:
 - the update of the Climate Change Hazard, Vulnerability and Risk Assessment for Cape Town;
 - the development of a water-sensitive city plan; and
 - the design and conceptual development of a real-time heat monitoring network for Cape Town;

- ✓ the GIZ, for:
 - GIZ SAGEN (South African-German Energy Programme), which supports embedded generation in municipalities; and
 - GIZ SAGEN CET II (South African-German Energy Programme – Capacities for the Energy Transition), which supports capacity-building in the area of energy transition;
- ✓ KfW Development Bank, for costing the services of the City's electricity generation business; and
- ✓ the Resilient Cities Network, under their Urban Power Programme.

Work also continued on the Water Research Commission's alternative sanitation pilot, which includes grant support to the City from the Bill and Melinda Gates Foundation with a combined value of approximately R100 million, which was received in 2024/25.

Additionally, the City received new support from KfW Development Bank for Energy Directorate utility reform (in the form of a reimbursable grant), as well as from the Climate Finance Gap Fund for the development of a stormwater management master plan for the Zeekoe catchment.

Divestment and investment

The City continued to support the divestment of financial assets from fossil fuels, and investment in climate-friendly opportunities, through the implementation of its Cash Management and Investment Policy. The policy outlines a list of prohibited investments, including investments "in instruments which consist of assets and activities whose value is realised through the release of unmitigated high levels of carbon dioxide". Fund managers contracted by the City are required to annually certify that investments are managed in accordance with this policy. In line with its mandate to deliver sustainable services, the City also commenced with the development of a sustainable finance framework for the systematic evaluation of potential capital programmes, projects and assets based on their social, environmental and sustainability criteria.

Innovative financial mechanisms

A desktop study to investigate the possibility of using special rating areas (SRAs) as a mechanism to fund the City's climate change response was conducted in 2024/25 by a group of graduate students from the Harvard Kennedy School of Government's Masters in Public Policy programme. The study focused specifically on the use of SRAs to fund initiatives aimed at addressing coastal erosion and sea-level rise, with the Milnerton coastline used as a study area to assess the feasibility of this approach. The study included the development of a decision-making framework to determine the best policy response (i.e. preserving the status quo, or investing in a long-term solution, or conducting managed retreat) in each neighbourhood, noting that a one-size-fits-all approach would not be appropriate.

Overall, the study found that although there are no legal or regulatory barriers to using SRAs as a mechanism for funding climate adaptation, the high cost of adaptation interventions in the coastal environment is a key challenge. While hard infrastructure interventions such as revetments or seawalls may be the most effective in certain areas, these are likely to be prohibitively expensive for funding through an SRA mechanism. Green infrastructure interventions such as dune rehabilitation, on the other hand, may be more appropriate to fund in this way, given their lower cost and the need for their ongoing maintenance.

Another key study finalised in 2024/25 pertained to the use of insurance products as a mechanism for climate adaptation. Carried out by two researchers participating in the Howden Global Risk and Resilience Fellowship, the study examined the cost of flooding in Cape Town's informal settlements, not only to the City and its non-governmental partners, but also to the residents and businesses affected by such flood events. The scope of work included an assessment of the possible use of innovative insurance products. The study recommendations included working with insurance providers already engaged in the informal sector to explore the development of insurance cover that would incentivise people to set up homes in lower-risk flood zones or outside the flood zone entirely; supporting the private sector's development of household-level flood insurance; and studying alternative and innovative insurance options (such as parametric insurance) to de-risk government and communities. These recommendations will be explored further in 2025/26 to determine implementation appropriateness, costs and readiness.

Finally, the City has initiated a process to develop a Green Attributes Policy Framework to improve governance and decision-making regarding the generation, use and disposal of carbon credits and RECs. Carbon credits and RECs are important financial instruments that may potentially have a significant impact on the City's climate change mitigation work, and as such, a more strategic approach is required. This work will continue in 2025/26.



Work continued on the Water Research Commission's alternative sanitation pilot, which includes grant support to the City from the Bill and Melinda Gates Foundation.

PROGRESS INDICATORS

Goal 30: Investigate sources of climate finance and the use of innovative financial mechanisms to support climate change response, and implement these where feasible

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Innovative financial mechanisms are implemented where feasible, and the City receives climate finance on an ongoing basis	Approximate rand value of climate-change-related funding or finance received from external sources per year (including technical assistance, grants and loans)	New indicator	Technical assistance to the value of approximately R9,9 million, in addition to technical assistance of an undisclosed amount from the C40 CFF*	Technical assistance and grant funding (related to climate change) to the value of approximately R51,4 million, in addition to technical assistance of an undisclosed amount from the C40 CFF and GIZ SAGEN*

* Undisclosed because of funder's confidentiality requirements.

Goal 31: Use financial mechanisms, including business models, tariffs, investment and divestment, to respond to climate change impacts and mitigation opportunities

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Financial mechanisms are in place to respond to climate change impacts and opportunities	Number of financial mechanisms in place to respond to climate change	New indicator	One (divestment from carbon-intensive investments included in Cash Management and Investment Policy)	One (divestment from carbon-intensive investments included in Cash Management and Investment Policy)

CROSS-CUTTING WORK AREA 4: COMMUNICATION, COLLABORATION AND SKILLS DEVELOPMENT

OVERVIEW

Collaborative climate action across sectors, governments and stakeholder groups – including communities – is key to accelerate progress towards global and local climate change goals. Crucial to this approach is the development of appropriate skills across organisations to enhance planning and implementation, as well as ensuring access to effective climate-change-focused communications platforms and tools that build knowledge, create awareness and increase preparedness.

Reporting on this CCWA covers three goals:

- ✓ **Goal 32:** Ensure that Cape Town’s residents, businesses, visitors and City officials receive timely, effective and appropriate climate change education, communication and training
- ✓ **Goal 33:** Establish and maintain partnerships with local, regional and international organisations to support climate actions
- ✓ **Goal 34:** Work with national government to collaboratively reform or devolve decision-making to support inclusive climate change action

PROGRESS IN 2024/25

Communication and awareness

City communication and awareness campaigns that relate or contribute to climate change response and broader urban resilience are rolled out on an ongoing basis. In the reporting year, these included initiatives relating to disaster risk management, such as the Be Flood-Ready and the Heat Action campaigns; the winter energy-efficiency campaign; waste awareness campaigns (including the Bingo mascot); and initiatives relating to environmental management, such as the ongoing Smart Living campaign, which focuses on promoting resource-efficient and sustainable behavioural change.

Furthermore, the Let’s ACT platform continues to be utilised as a communication tool to enable and support residents, communities, businesses and organisations to take action for a stronger, healthier and more resilient Cape Town for all. However, further roll-out of Let’s ACT was paused in the reporting year for a review and re-envisioning of the platform. A revised plan of action will be finalised for the next set of multiyear roll-outs.

The Disaster Risk Management (DRM) Centre continued to issue early warnings of extreme weather events through press releases and channels such as community WhatsApp groups, which included the development of WhatsApp-friendly educational material. Communication on extreme weather events is done in collaboration with the SAWS and the City’s Corporate Communication Department. In addition, the DRM Centre implemented and developed various disaster risk education and awareness interventions on a range of climate-related hazards (see CCWA 5 for more in this regard).

Knowledge and skills development

In terms of knowledge and skills development, the City continues to update and share various resources. In the [energy sector](#), work in this regard in 2024/25 included technical/installer resource updates as well as customer information resources to ensure alignment with the changing energy landscape such as new technologies, pricing and regulation. Noteworthy internal capacity development in the reporting year included training for City staff employed to examine plans and building sites for compliance with the national energy-efficiency building regulations. Cross-departmental coordination to share best practices and discuss proposals to achieve Citywide alignment regarding the tracking and allocation of green attributes also continued.

The update of the State of Energy and Carbon report (2025) involved active engagement and training of staff to enhance the City's GHG inventory and modelling capacity. Various other capacity-building initiatives and knowledge-exchange activities were also undertaken to strengthen skills relating to climate change and support the City's energy transition agenda, including training on the draft National Article 6 Framework (Paris Agreement) developed by the DFFE to support domestic implementation. More broadly, the integration of resilience into the City's leadership development programme as well as project managers' training is ongoing, and Smart Living training aimed at City staff continues.

Participation in the Presidential Climate Commission

The Cape Town Mayor served as one of two local government representatives on the PCC between 2023 and 2025, in collaboration with the South African Local Government Association (SALGA). The City of Cape Town has been actively involved in various PCC-related engagements and processes, playing a crucial part in ensuring that the needs and challenges of local government are considered. Some highlights in the reporting year included:

- ✓ providing written comments on South Africa's NDC update, and presenting reflections on the NDC at a PCC-facilitated consultative session for local government in March 2025;
- ✓ providing reflections on behalf of local government on the PCC's recommendations report titled "The improvement of the disaster management system in South Africa following extreme climate-related weather events" at the March 2025 PCC meeting;
- ✓ maintaining the City's role in PCC-related JET structures through engagements with SALGA, including representation on the JET workstreams for municipal energy access as well as finance, thereby ensuring that local government perspectives inform national policy direction; and
- ✓ ongoing participation in the PCC-led national Municipal Just Energy Transition Support Programme as one of eight pilot cities.

Network and partnership engagement

The City actively collaborates with local and international stakeholders and participates in various platforms/networks relating to climate change. This includes building on the progress and outcomes of previous and current C40 Cities support programmes, having shifted to implementation, monitoring and evaluation within the context of the City's CCAP. In 2024/25, the City continued to play an active role in platforms hosted by C40 and SALGA, where South African C40 member cities make joint or facilitated inputs. The City also participated in a C40 project focused on energy transition in South African cities, which entered Phase 2 in 2025. The project seeks to support the five South African C40 member cities of Cape Town, Johannesburg, Durban, Ekurhuleni and Tshwane, and involves a peer-to-peer learning component.

At an international level, the City is participating in the Zero-Emissions Bus Rapid-deployment Accelerator (ZEBRA) partnership programme, led by C40 and the International Council on Clean Transportation. ZEBRA includes technical assistance to help the City deploy zero-emissions buses as part of the MyCiTi Phase 2A roll-out. Workshops also took place as part of the C40 CFF-funded project on green infrastructure for waterway management, which were facilitated by the International Institute for Sustainable Development and focused on understanding and implementing nature-based solutions. Additionally, a city-to-city knowledge exchange workshop, hosted as part of the green infrastructure project in 2024, focused on sharing experiences and projects relating to green infrastructure and nature-based solutions.

Other climate-related membership activities include ongoing engagement in the South Africa Alliance for Climate Action, led by the World Wide Fund for Nature (including contributing to the Sustainable Transport Hub), the ICLEI CitiesWithNature Action Platform, and the ICLEI Africa urban systems workstream focusing on the circular economy and improving food systems. The City also serves as a role-model city in the UNEP #GenerationRestoration project in association with ICLEI. #GenerationRestoration, a three-year project that will conclude in the latter part of 2025, is aimed at promoting biodiversity restoration at scale, particularly in urban areas, as a contribution to the UN Decade on Ecosystem Restoration as well as the Global Biodiversity Framework. In 2024/25, the City also initiated participation in the ICLEI United States-led Race to Resilience Culture programme, which aims to advance culture and heritage-based resilience strategies. This included pairing with the City of San Diego, focusing on marginalised communities in coastal neighbourhoods.

City-hosted climate-change-related awareness events in the reporting year included a heat risk assessment capacity-building event for City staff, hosted in collaboration with the Bloomberg Harvard City Leadership Initiative, as well as a series of technical seminars focusing on heat early warning systems and communication. Engagements through City-hosted platforms such as the Open Space Working Group and the Energy, Water and Waste Forum also continued.

Finally, the City continued its collaboration with the EDP to enable meaningful engagement with civil-society organisations (CSOs) around mutually beneficial areas of climate change response implementation in Cape Town, and to co-create an enabling environment for CSO and community action. In 2024/25, this work led to the establishment of the Climate Change Platform, which supports engagements between the City, Province and CSOs. Hosted by the EDP, stakeholders in the platform meet quarterly to map relevant initiatives, maintain communication and foster collaboration.



City communication campaigns related to climate change response, such as the Be Flood-Ready and Heat Action campaigns, were rolled out during the reporting year.

PROGRESS INDICATORS

Goal 32: Ensure that Cape Town's residents, businesses, visitors and City officials receive timely, effective and appropriate climate change education, communication and training

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Cape Town's residents, businesses, visitors and City officials are informed and capacitated to implement climate action and contribute to the City's climate response	Number of climate-change-related communication products developed	New indicator	Five main initiatives: - Let's ACT transversal work group for communication ongoing - Let's ACT-related campaigns under development, including Protect Your Power - Climate change co-benefit campaign, Beat the Heat, going live in December 2024 - Series of resources developed in partnership with GreenCape to promote Cape Town as a leading African city in the field of climate responsiveness through its commitment to building resilience and growing green economy opportunities - Intranet page with key City climate response info and documents created, along with climate change newsletter series for staff	Two Let's ACT-branded campaigns: - Let's ACT Protect Your Power - Let's ACT Enough! Five other resilience/ climate-related campaigns: - Heat campaign - Cool Spaces - Closing event for C40 CFF projects LUW and Paardevlei solar PV - Winter energy-efficiency campaign done - SSEG campaign done Renewed Let's ACT work under way

Goal 32: Ensure that Cape Town's residents, businesses, visitors and City officials receive timely, effective and appropriate climate change education, communication and training

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Cape Town's residents, businesses, visitors and City officials are informed and capacitated to implement climate action and contribute to the City's climate response	Number of climate-change-related events held per annum (under CCAP banner)	New indicator	12 events: • Three engagements with CSOs (via EDP) on CCAP implementation (Sep 2023 on joint programme of action; Oct 2023 on City's Heat Action Plan; Nov 2023 on a collaboration concept note and planning for 2024) • International Labour Organisation's World Day for Safety and Health at Work (May 2024) • United Nations' International Day for Disaster Risk Reduction (Oct 2023) • Two Let's Talk sessions about heat risk in Cape Town (Dec 2023 and Feb 2024) • Two Open Space Working Group sessions (Oct 2023 on design and precinct management in the success of open spaces; Mar 2024 on Green Point Urban Park) • Three Energy, Water and Waste Forum sessions (Nov 2023 on water resilience; Apr 2024 on waste; June 2024 on energy)	10 events: • Heat risk assessment session for City staff • Two heat technical seminars for relevant stakeholders across Cape Town • Two engagements with CSOs via the Climate Change Platform (facilitated by EDP) with a focus on urban heat mitigation and the building of community resilience • Two Open Space Working Group sessions on lessons learned from the V&A Waterfront • Three Energy, Water and Waste Forum sessions (Nov 2024 on water resilience; April 2025 on innovative waste solutions; June 2025 on green energy in business)

Goal 33: Establish and maintain partnerships with local, regional and international organisations to support climate actions

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Enhanced knowledge exchange and collaboration with local, regional and international organisations on climate actions	Whether a platform has been developed and activated to periodically engage external stakeholders on climate actions	New indicator	Platform developed, but not fully operational yet. More than three engagements held with CSOs, but funding to maintain EDP's facilitation role has not been secured.	Climate Change Platform for CSOs operational, and hosted in partnership with EDP. Activities in the reporting year included two engagements (urban heat mitigation and the building of community resilience) and the establishment of a WhatsApp communication tool.



CROSS-CUTTING WORK AREA 5: PROMOTE, PROTECT AND ENHANCE HUMAN AND ECOSYSTEM HEALTH

OVERVIEW

Climate change significantly affects human health and well-being through the direct and indirect impact from different shocks and stressors, such as fires, extreme heat, air and water quality, and food access and availability. The interrelationship between these different shocks and stressors calls for a cross-departmental approach to managing the impact of climate change, the environment as well as human health.

Reporting on this CCWA covers three goals:

- ✓ **Goal 35:** Develop and implement a green infrastructure programme that supports climate change response, protects biodiversity, and enhances ecosystem goods and services
- ✓ **Goal 36:** Ensure that physical health and mental well-being are addressed through the City's climate change response
- ✓ **Goal 37:** Promote food security as well as low-carbon and climate-resilient food systems in Cape Town

PROGRESS IN 2024/25

Biodiversity and green infrastructure planning

While the City continues to implement its Local Biodiversity Strategy and Action Plan, a key development in this work area in 2024/25 was the finalisation and adoption of the new 2025 Cape Town Biodiversity Spatial Plan. The plan, which replaces the Cape Town Bioregional Plan, includes the updated Cape Town Biodiversity Network (BioNet) 2024, which is now called the Biodiversity Priority Areas Map, as well as the fine-scale, systematic biodiversity spatial plan with updated and new input layers, categories that have been aligned with national categories, and new maps.

As of 2025, a total of 55 696,83 ha of land is managed for conservation in Cape Town, representing 65,53% of the baseline 2009 BioNet. This includes the new Schapenberg and Paardevlei nature reserves, increasing the number of City nature reserves from 22 to 24. The June 2025 target of 65,4% of the BioNet being conserved was met. Key developments in this work area include ongoing development facilitation through land banking and other offsets, continued work on the Protected-Area Management Plans for the City's nature reserves, and engagement initiated with SANParks for the update of the management plan for Table Mountain National Park.

Other key achievements in 2024/25 included the publishing of the City's Wetland Report, which provides an overview of Cape Town's natural wetlands and watercourses, gives insight into wetland management, challenges and monitoring, and includes key recommendations for improving wetland management in Cape Town. The City also became a member of the International Union for Conservation of Nature in November 2024.

The implementation of the GIP progressed, including the 2025 review and update of the Green Infrastructure Network to incorporate spatial and contextual changes, as well as to refine the mapping. In addition to ongoing efforts to integrate green infrastructure approaches and principles into strategies, policies and regulatory frameworks, work also continued on the C40 CFF-supported project “Green infrastructure options for improved waterway and catchment management”. This resulted in the report titled “Sustainable asset valuation of waterway rehabilitation in Cape Town, South Africa”, which at the time of reporting was scheduled to be published in July 2025.

Environmental quality

The implementation of the second-generation Air Quality Management Plan commenced in the reporting year, in addition to the continued enforcement of the City’s Air Quality Management By-law. The City also established one new monitoring station in Milnerton to monitor hydrogen sulphide emissions from the Diep river system and is investigating options for sensor-based pollution monitoring in the transport sector. The latter work includes preliminary investigations into utilising low-cost sensors and accuracy verification, with the City also meeting with C40 and the Clean-Air Fund to explore this work area.

Implementation of the Mayor’s priority programme on water quality continued. The upgrade of the Zandvliet WWTW, completed in the previous reporting cycle, has resulted in a significant increase in the compliance levels of the final effluent thanks to ongoing process optimisation. The upgrade of the Potsdam WWTW is making progress, and procurement for the upgrade of the Macassar WWTW is under way. The Mayor’s priority programme also covers improved maintenance practices, including the replacement of approximately 106 km of sewers by the end of May 2025. Other programme activities in 2024/25 included the ongoing construction of the Bayside canal upgrade, the design of upgrades to the Zandvlei estuary mouth, and the detail design of the Langevlei and Sand river canal upgrades. The roll-out of litter booms and nets in hotspot areas continued: Twenty installations were at various stages of completion in 2024/25. In addition, the Milnerton lagoon dredging project moved into the procurement phase, and key infrastructure elements of the Zeekoevlei dredging project were completed.

Food systems programme

A review of the food systems programme was completed in 2024/25. It provided a comprehensive evaluation of the City of Cape Town’s approach to enhancing urban food security and resilience, assessed progress made between 2020 and 2025, and outlined pathways for strengthening the resilience of Cape Town’s food systems.

The review found that the Food Systems Working Group had strengthened governance and collaboration, but implementation was hindered by operational gaps, unclear mandates and limited data. While partnerships with civil society supported food relief and urban agriculture, consistent funding remained a challenge. A key milestone was the signing of a memorandum of understanding with the Consumer Goods Council of South Africa (CGCSA), though implementation is pending. Mapping of food system risks improved, but better data and indicators are needed for effective monitoring and evaluation.

The review recommended that food systems work be institutionalised within the City, that interdepartmental collaboration be improved, that external partnerships be strengthened, that data systems and monitoring tools be enhanced, and that sustainable financing be explored to address implementation gaps. Ultimately, the review underscored the urgent need for sustained, systemic interventions to build a just, resilient urban food system in Cape Town, especially in the face of worsening climate, social and economic pressures.

Urban health programme

The City's integrated urban health programme, which was formally launched in 2024, guides the administration's efforts to improve population health outcomes through integrated strategies that address the determinants of health. The programme's work supports informed decision-making and proactive monitoring of environmental and health indicators. The aim is to cultivate health-promoting urban environments, incorporating poverty reduction, climate resilience, and equitable access to basic services, health and community services across all communities.

A key milestone in 2024/25 was the establishment of the programme steering committee, tasked with shaping policy direction, coordinating cross-departmental actions, and overseeing the development of a monitoring system to track the impact of interventions. A key priority of the urban health programme is building and strengthening partnerships. In this regard, the City continues its work with the Bloomberg Philanthropies Partnership for Healthy Cities. It also collaborates with the World Health Organization, ICLEI's Healthy Cities Division, Breathe Cities and C40 on air quality monitoring, and with the Africa Centre for Cities to support urban health programme development.

Disaster risk education and awareness

Finally, the Disaster Risk Management Centre continued to implement various disaster risk education and awareness programmes relating to a range of climate-related hazards. The aim of these programmes is to build resilience, with a focus on safety and preparedness for vulnerable groups and communities. The offering in 2024/25 included:

- ✓ the Fire Wise programme, which reached residents across 30 high-risk informal settlements;
- ✓ a Flood Wise campaign, which reached residents in 28 high-risk informal settlements;
- ✓ a climate change programme, which reached 200 Grade 7 learners and 180 community members;
- ✓ the Beat the Heat awareness campaign, which comprised 30 events with an audience reach of 3 050 participants; and
- ✓ the women and girls resilience programme, which hosted 19 learners from the LEAP Science & Maths School in Langa.

Additionally, nine community-based risk assessment workshops were held. These included a neighbourhood resilience assessment component to further help communities develop action plans to build resilience in their respective areas.



The women and girls resilience programme forms part of the City's disaster risk education and awareness programmes.

PROGRESS INDICATORS

Goal 35: Develop and implement a green infrastructure programme that supports climate change response, protects biodiversity, and enhances ecosystem goods and services

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
Improved resilience of biodiversity and ecosystem goods and services	Number of City policies and strategic documents that incorporates references to consider green infrastructure	1	N/A	27	34*
	Proportion of biodiversity priority areas protected	65,44%	65,25%	65,27%	65,53%

* Indicates the cumulative number of City policies and strategic documents that incorporated references to green infrastructure considerations between July 2020 and June 2025.

Goal 36: Ensure that physical health and mental well-being are addressed through the City's climate change response

Medium-term outcome	Indicator name	Baseline	Target	Update as of 30 June 2024	Update as of 30 June 2025
The City's climate change response addresses physical health and mental well-being	Percentage river and vlei samples with <i>E. coli</i> count $\leq 4\,000$ CFU/100 ml	55,5%	60%	57%	55,8%
	Number of days when air pollution exceeds RSA ambient air quality standards	9	≤ 68	18	10

Goal 37: Promote food security as well as low-carbon and climate-resilient food systems in Cape Town

Medium-term outcome	Indicator name	Baseline	Update as of 30 June 2024	Update as of 30 June 2025
Food security is enhanced and low-carbon and climate-resilient food systems are promoted in Cape Town	Number of initiatives implemented as part of the food systems programme	0	Nine initiatives: • Four Food Systems Working Group meetings • One Food Indaba meeting • Two Food Systems Research Community of Practice meetings • Collaboration with ICLEI Africa and a number of other partners in AfriFOODLinks • Memorandum of understanding with CGCSA, and ongoing engagement	Six initiatives: • Evaluation review of the programme • Two Food Systems Working Group meetings • One Food Systems Research Community of Practice meeting • Collaboration with ICLEI Africa and a number of other partners in AfriFOODLinks • Finalised memorandum of understanding with CGCSA, and ongoing engagement



A review of the City's food systems programme was completed in 2024/25.



CONCLUSION

This report is the fourth report-back on progress made towards the implementation of the CCAP (2021). This is the final implementation review report before the commencement of the CCAP evaluation and review.

Slow yet sustained progress continues to be made in moving actions into more advanced stages of implementation. As of 2024/25, 66 of the 101 actions were actively being implemented, 14 were in a phase of expansion (i.e. scaling up towards full implementation), and three were completed. Therefore, a total of 69 actions, or approximately 68%, had moved beyond the planning and conceptualisation stage.

Importantly, although some actions have not been reported as having moved to a more advanced stage of work, progress still occurred. For many large or complex actions, the planning phase can take a number of years to complete. Therefore, where an action status has not changed, this does not imply a lack of progress. In addition, many complex actions that encompass ongoing programmes are anticipated to remain at the implementation stage for the foreseeable future; they, too, should not be viewed as stagnant.

At the same time, actions that have not yet shown any progress have been noted. The CCAP evaluation and review, which is to be carried out in 2025/26 and 2026/27, will focus on the challenges identified by action owners as impeding their ability to move actions forward, and how these may be addressed in future versions of the CCAP.

As noted in the previous report, some actions in the CCAP need to be reviewed and updated in a future version of the plan, for the following reasons:

- ✓ A small number of actions were originally written with the intent of further investigating options for implementation. However, initial investigative work has shown that certain implementation mechanisms may not be possible or are not currently appropriate for Cape Town's context. Consequently, these actions need to be revised or removed to respond to the results of the initial investigations.
- ✓ Significant policy changes have occurred in a number of areas since the CCAP was approved, most notably in the energy sector. Therefore, some actions will need to be re-evaluated and possibly reformulated to ensure that they remain up to date and responsive to current conditions.
- ✓ Some indicators that were drafted to measure medium-term outcomes at the goal level need to be revised to ensure more effective and consistent measurement of these outcomes, particularly for indicators that are affected by external events such as weather conditions.

This report on each SFA and CCWA provides an overall assessment of the state of implementation of the different work areas, noting some key successes. A high-level assessment of the goal-level indicators shows that progress is occurring and points to a generally positive trend.

The next step will be to conduct the CCAP evaluation and review and, based on its results, make the necessary changes to the plan. Depending on the scope of the recommendations emerging from the evaluation and review, this may take the form of updates to the existing plan or a rewrite of either sections of the plan or the plan in its entirety.

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ANNEXURES

ANNEXURE A: LIST OF CCAP ACTIONS WITH CHANGE IN STATUS OVER TIME							
SFAs and CCWAs (thematic areas)	Goals (linked goals)	Actions (activities)	Action status (CCAP 2021)	Action status (2021/22)	Action status (2022/23)	Action status (2023/24)	Action status (2024/25)
SFA 1: Urban cooling and heat responsiveness	Goal 1: Reduce immediate risks to health during heat waves and high-heat days	Action 1.1: Draft and implement a heatwave and high-heat day action plan and standard operating procedure (SOP)	New (in planning)	Implementation	Implementation	Implementation	Implementation
		Action 1.2: Develop and implement a network of cooling centres	New (concept)	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 1.3: Develop and implement an early warning and real-time monitoring system for heat	New (concept)	New (concept)	New (in planning)	New (in planning)	New (in planning)
SFA 2: Water security and drought readiness	Goal 2: Proactively reduce heat impacts on the city through urban greening	Action 2.1: Devise and implement a focused tree-planting programme to reduce the heat island effect and provide shading	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 2.2: Devise and implement an urban greening programme to reduce the heat island effect	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
	Goal 3: Reduce demand for water to protect water resources and ensure sustainability of supply	Action 3.1: Continued implementation of the City's water conservation programme focused on demand-side management	Implementation	Implementation	Implementation	Implementation	Implementation
SFA 3: Water sensitivity, flood readiness and storm management	Goal 4: Work to augment and increase water supplies to achieve 99,5% assurance of supply	Action 4.1: Augment Cape Town's water supply to ensure the long-term sustainability of supply	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 4.2: Remove invasive alien plant species in water supply catchment areas and aquifer recharge areas, and in natural areas across the city	Implementation	Implementation	Implementation	Implementation	Implementation
	Goal 5: Proactively reduce flood risk through the implementation of a water-sensitive city strategy or plan	Action 5.1: Develop and implement a water-sensitive city strategy or plan for Cape Town	New (in planning)	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 5.2: Restore and rehabilitate the City's rivers and wetlands to create liveable urban waterways	New (in planning)	Implementation	Implementation	Implementation	Implementation
	Goal 6: Take action to reduce flood risk and storm damage through disaster mitigation approaches	Action 6.1: Improve the City's ability to address flood risk through improved flood risk mapping and the implementation of early warning systems	New (in planning)	New (in planning)	New (in planning)	Implementation	Implementation
		Action 6.2: Continued implementation of the City's winter readiness programme, and expansion/scaling up where required	Implementation	Implementation	Implementation	Implementation	Implementation

ANNEXURE A: LIST OF CCAP ACTIONS WITH CHANGE IN STATUS OVER TIME						
SFAs and CCWAs (thematic areas)	Goals (linked goals)	Actions (activities)	Action status (CCAP 2021)	Action status (2021/22)	Action status (2022/23)	Action status (2023/24)
SFA 4: Coastal management and resilience	Goal 7: Promote coastal resilience for the benefit of both coastal communities and coastal ecosystems	Action 7.1: Initiate a process to ensure that coastal communities and ecosystems are resilient to the impacts of climate-change-induced coastal pressures such as sea-level rise and coastal erosion	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 7.2: Initiate the planning, development and execution of a coastal and sea-defence decision framework for Cape Town	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 7.3: On an ongoing basis, conduct necessary transdisciplinary research relating to sea-level rise and other climate-change-induced coastal pressures and hazards as the baseline informant to respond appropriately to such risks in the coastal zone	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 7.4: On an ongoing basis, conduct necessary legal reviews and research, and put in place appropriate regulations to address the complex legal challenges surrounding property ownership and liability in the context of a receding coastline and risk exposure, respectively	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
SFA 5: Managing fire risk and responsiveness	Goal 8: Put in place effective cooperative and empowering mechanisms for addressing complex coastal management issues in the context of climate change	Action 8.1: Put in place cooperative and collaborative mechanisms for addressing complex coastal management issues, including climate change, which engage the public, businesses and other spheres of government, and ensure interdepartmental collaboration in the City on an 'as and when required' basis	Expansion of existing programme	On hold	On hold	On hold
		Action 9.1: Reduce urban fire risk and the impact of urban fires on communities	Implementation	Implementation	Implementation	Implementation
		Action 9.2: Design and implement a programme and incentives for affordable, safe energy solutions for low-income and informal households	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 9.3: Reduce wildfire risk and the impact of wildfires on urban communities	Implementation	Implementation	Implementation	Implementation

ANNEXURE A: LIST OF CCAP ACTIONS WITH CHANGE IN STATUS OVER TIME							
SFAs and CCWAs (thematic areas)	Goals (linked goals)	Actions (activities)	Action status (CCAP 2021)	Action status (2021/22)	Action status (2022/23)	Action status (2023/24)	Action status (2024/25)
SFA 6: Spatial and resource inclusivity	Goal 10: Density mass transit routes through mixed-use developments that support public transport and include social housing	Action 10.1: Ensure that the Municipal Spatial Development Framework (MSDF) and District Spatial Development Frameworks (DSDFs) are climate-responsive, enhance the effectiveness of the Transit-Oriented Development (TOD) Strategic Framework, and support the long-term development of inclusive, climate-resilient, zero-emissions precincts	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation
		Action 10.2: Promote and support integrated human settlements development that is climate-responsive	New (concept)	New (in planning)	Implementation	Implementation	Implementation
		Action 10.3: Ensure that City catalytic sites prioritise the development of mixed-use and mixed-income inclusive housing along public transport corridors, and ensure that pilot projects on urban sustainability are net-zero carbon and minimise the cost of occupancy with energy efficiency	Implementation	Implementation	Implementation	Implementation	Implementation
	Goal 11: Ensure low-income residents are climate-resilient and have equitable access to essential services	Action 11.1: Alleviate energy poverty through energy-efficiency and alternative-energy interventions, education and communication, and address barriers to accessing clean and affordable energy sources	New (in planning)	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
SFA 7: Carbon-neutral energy for work creation and economic development	Goal 12: Move as quickly as prices and opportunities allow towards 100% clean electricity supply by 2050	Action 12.1: Promote and administer the uptake of renewable small-scale embedded generation (SSEG) across residential, commercial and industrial sectors	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 12.2: Finalise and implement a framework and tariffs for the wheeling of renewable electricity	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 12.3: City-level energy planning that incorporates the carbon-neutral goal	New (in planning)	Implementation	Implementation	Implementation	Implementation
		Action 12.4: Develop a renewable energy roadmap, and implement as and when economically viable	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 12.5: Develop an electrical energy storage roadmap	New (in planning)	Implementation	Implementation	Implementation	Implementation
	Goal 13: Get technologically and commercially ready to operate the metropolitan distribution grid of the future	Action 12.6: Local and regional electricity transition in a framework of mutual support with national programmes	Implementation	Implementation	Implementation	Implementation	Implementation
Action 13.1: Invest in transitioning to the grid of the future		Implementation	Implementation	Implementation	Implementation	Implementation	
Action 13.2: Investigate, prepare and implement a new utility business model		Implementation	Implementation	Implementation	Implementation	Implementation	
		Action 13.3: Customer relations for a liberalising market	Implementation	Completed	Completed	Completed	Completed

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SFA 8: Zero-emission buildings and precincts	Goal 14: Minimise the economic cost of energy transition through maximising energy efficiency and developing a regional value chain for carbon-neutral molecular fuels	Action 14.1: Devise and implement communication campaigns that promote energy efficiency	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 14.2: Unlock transition with energy data	New (in planning)	New (in planning)	Expansion of existing programme	Cancelled	Completed
		Action 14.3: Develop a regional value chain for carbon-neutral molecular fuels	New (concept)	New (concept)	New (concept)	New (concept)	On hold
	Goal 15: All new buildings (residential, commercial) to be net-zero carbon by 2030	Action 15.1: Develop and implement building energy-efficiency and renewable energy mechanisms and relevant instruments that facilitate all new buildings (residential, commercial) to be net-zero carbon by 2030	New (in planning)	Implementation	Implementation	Implementation	Implementation
		Action 15.2: Develop and implement a support programme for influencing developer and market behaviour (informed by a strong evidence base)	New (concept)	Implementation	Implementation	Implementation	Implementation
		Action 15.3: Work to ensure that state-subsidised housing (including social housing, public rental housing and Breaking New Ground [BNG] housing) is energy-efficient and climate-resilient, and that low-income residents have equitable access to essential services	New (concept)	Expansion of existing programme	Expansion of existing programme	Implementation	Implementation
	Goal 16: All existing residential and commercial buildings to be retrofitted with energy-efficient technologies in order to be net-zero carbon in operation by 2050	Action 16.1: Develop and implement innovative incentive mechanisms, which may include financing, rewards, recognition or similar, to encourage faster uptake of/ application to energy-efficiency and renewable energy property upgrades	New (concept)	Implementation	Implementation	Implementation	Implementation
		Action 16.2: Facilitate the development of a programme that aims to improve energy efficiency in all existing residential and commercial buildings, and facilitating the provision of renewable energy towards net-zero carbon (in operation) by 2050	New (concept)	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 16.3: Develop and implement voluntary and legal instruments or mechanisms aimed at improving the resource efficiency of existing residential properties through disclosing the residential building energy and water performance to potential homebuyers and/or tenants	New (in planning)	New (in planning)	New (in planning)	New (in planning)	New (in planning)

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SFAs and CCWAs (thematic areas)	Goals (linked goals)	Actions (activities)	Action status (CCAP 2021)	Action status (2021/22)	Action status (2022/23)	Action status (2023/24)	Action status (2024/25)	
SFA 9: Mobility for quality of life and livelihoods	Goal 17: All existing municipal buildings (excluding industrial plants) to be net-zero carbon by 2030	Action 17.1: Continue with municipal operations' energy-efficiency retrofit, energy audit, and energy and water metering programmes, aiming to optimise energy demand and operational costs across municipal facilities by 2030	Implementation	Implementation	Implementation	Implementation	Implementation	
		Action 17.2: Develop a programme plan to achieve net-zero carbon for all new and existing municipal buildings by 2030	New (in planning)	Implementation	Implementation	Implementation	Implementation	
		Action 17.3: Facilitate the uptake of energy performance certificates so that all relevant municipal buildings disclose their energy consumption data	New (in planning)	Implementation	Implementation	Implementation	Implementation	
	Goal 18: Through the City's role as the transport planning authority as well as the contracting authority for bus rapid transit (BRT) services, support the restoration, rehabilitation and expansion of the rail system to a carrying capacity of 30% above 2010 levels by 2030, and put in place a contingency for alternative mass transit infrastructure in the event that the rail system does not recover or ceases to be functional altogether	Action 18.1: Support PRASA in restoring and rehabilitating the rail system and expanding services where possible	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 18.2: Develop legal, strategic and planning responses that define how the City can respond to the integrated transport planning challenge posed by the rail crisis	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 18.3: Explore contingencies for alternative mass transit options	New (concept)	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 19.1: Use the Integrated Public Transport Network (IPTN) Plan 2032 and the non-motorised transport (NMT) network plans to maximise change in modal shift away from private vehicles	New (in planning)	New (in planning)	New (in planning)	New (in planning)	New (in planning)	Implementation
		Action 19.2: Fast-track high-occupancy vehicle (HOV) lanes and complete the City of Cape Town Congestion Management Plan	New (in planning)	Expansion of existing programme	Expansion of existing programme	Implementation	Implementation	Implementation
		Action 19.3: Ensure that pedestrianisation programmes prioritise improved safety and increase the number of pedestrian/cycling trips made	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 19.4: Promote the citywide adoption of travel demand management (TDM) measures, in particular measures that support flexible working and a shift to more sustainable transport modes	New (concept)	Implementation	Implementation	Implementation	Implementation	Implementation
	Goal 19: Integrate transport modes to improve efficiency and fast-track a modal shift from passenger kilometres by private vehicles to other modes (decreasing from 58% in 2016 to 23% in 2050)							

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SFA 10: Circular waste economy	Goal 20: Prepare for a scenario of complete transition to electric or alternative-fuel-powered freight, bus, taxi and passenger vehicles by 2050	Action 20.1: Develop a procurement strategy for low-carbon emission vehicles and fuel technologies towards carbon neutrality	New (concept)	New (in planning)	New (in planning)	Implementation	Implementation
		Action 20.2: Develop the necessary policy and regulatory environment to promote the uptake of electro-mobility freight and electric passenger transport (including public and private vehicles and minibuses taxis) and manage risks to the electricity grid	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 20.3: Show City leadership and gather real-world data from electric vehicle (EV) pilot programmes, such as the installation of publicly accessible demonstration chargers and the procurement of EVs for the City fleet	Implementation	Implementation	Implementation	Implementation	Implementation
	Goal 21: Ensure that climate change and air quality monitoring and metrics for transport adequately support the assessment of actions and by-laws in the sector	Action 21.1: Compile a baseline carbon footprint measurement for the operations of the City's Urban Mobility, Spatial Planning and Environment, and Human Settlements directorates	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 21.2: Integrate GHG emissions and air quality metrics into the Urban Development Index (UDI)	New (concept)	New (concept)	New (concept)	New (in planning)	New (in planning)
	Goal 22: Develop and implement an integrated waste management strategy that is financially feasible and maximises material efficiency by prioritising waste avoidance, reduction, treatment and recycling in line with national targets	Action 22.1: Develop a funding strategy to fund waste diversion infrastructure and operating expenditure for waste minimisation and diversion from landfill	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 22.2: In collaboration with City departments and external stakeholders, develop and implement the Circular Economy Action Plan	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 22.3: Improve the waste management evidence base	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Implementation
		Action 22.4: Investigate options for the recovery of textile and fabric waste	New (concept)	On hold	New (concept)	New (concept)	New (concept)
	Goal 23: Reduce organic waste disposal to landfill (in line with Provincial Integrated Waste Management Plan targets) by 50% by 2022, and 100% from 2027, through better waste separation, treatment and utilisation	Action 23.1: Maximise the diversion of garden and food waste	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 23.2: Scale up the roll-out of composting containers	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation

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	Goal 24: Increase diversion of recyclables from disposal to landfill to 40% by 2025, 55% by 2030, >70% by 2035, and 85% by 2050, through improved collection, waste separation and providing support to informal workers	Action 24.1: Plan and implement a scaling up of services to collect waste separated at source and increase the roll-out of Think Twice dry waste collection services	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 24.2: Carry out communication and marketing campaigns to promote behavioural change and to champion participation in the circular economy	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Implementation
		Action 24.3: Implement mandatory segregation of recyclables and organics, and collection at all municipal buildings and facilities * No lead department – action requires further study and engagement	New (concept)	New (concept)	New (concept)	New (concept)	New (in planning)
		Action 24.4: Maximise the crushing and reuse of builder's rubble	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Implementation
		Action 25.1: Complete landfill gas-to-energy projects at all major landfill sites	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation
CCWA 1: Mainstreaming, governance, research and knowledge management	Goal 25: Reduce the climate and environmental impact of waste disposal and wastewater treatment facilities by increasing biogas and landfill gas collection efficiency, treatment and utilisation Goal 26: Mainstream climate change responses into key City strategies, policies, processes and plans	Action 25.2: Continue efforts to implement and expand the beneficiation of wastewater sludges and associated recovery of biogas, heat and nutrients at City wastewater treatment works (WWTW)	New (in planning)	New (in planning)	New (in planning)	New (in planning)	New (in planning)
		Action 26.1: Work towards the inclusion of climate responsiveness in City sector plans	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 26.2: Ensure that climate change is adequately accounted for in the review and development of City strategies, policies, by-laws and implementation plans	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 26.3: Integrate climate change response into City strategic infrastructure, budgeting and project management processes	New (in planning)	Implementation	Implementation	Implementation	Implementation
		Action 26.4: Convene and maintain an active climate change transversal working group, including workstreams focused on adaptation and mitigation	New (in planning)	Cancelled	Cancelled	New (in planning)	Implementation

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CCWA 2: Economic impacts and green economy opportunities	Goal 27: Conduct climate-change-related research, and ensure that the City remains up to date with emerging research in the field	Action 27.1: Put in place an ongoing comprehensive climate change response research programme	Expansion of existing programme	Expansion of existing programme	Implementation	Implementation	Implementation
		Action 27.2: Enhance climate change data, modelling and knowledge management in the City to support decisions	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Implementation
		Action 27.3: Work towards applying innovation in the City's climate change response through the continued use of innovation tools, methodologies and platforms	Expansion of existing programme	Expansion of existing programme	Implementation	Implementation	Implementation
		Action 27.4: Encourage co-production, learning and knowledge exchange as a method of ensuring the effective mainstreaming of climate change response and research outputs	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
CCWA 3: Business models, revenue and financing climate change response	Goal 28: Advance the local green products and services market, and reduce the risks of climate impacts on local economic development	Action 28.1: Facilitate investment in the local green economy	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation
		Action 28.2: Promote the development of South African green products and services to increase local demand and supply	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
		Action 28.3: Reduce the climate impact risk to the local economy	New (concept)	New (concept)	New (concept)	New (concept)	New (concept)
		Action 29.1: Mainstream the implementation of climate-responsive sustainable procurement in the City's supply chain management processes and decisions	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation
CCWA 3: Business models, revenue and financing climate change response	Goal 29: Support the development of a climate-resilient and carbon-neutral green economy through City operations	Action 29.2: Continue the implementation of the City's green jobs programmes, with a focus on climate resilience and risk reduction	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 30.1: Investigate the viability of special rating areas as a means of financing climate change resilience in high-risk areas, and determine a way forward	New (in planning)	On hold	On hold	On hold	New (in planning)
		Action 30.2: Investigate options for accessing national and international climate change and sustainability funding, and develop into a shared database	New (in planning)	Implementation	Implementation	Implementation	Implementation
		Action 30.3: Conclude an initial investigation and assessment of innovative insurance mechanisms for addressing climate change adaptation and resilience	Implementation	On hold	On hold	On hold	New (in planning)

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CCWA 4: Communication, collaboration and skills development	Goal 31: Use financial mechanisms, including business models, tariffs, investment and divestment, to respond to climate change impacts and mitigation opportunities	Action 31.1: Consider climate change impacts and opportunities in the City's business, revenue and operational model Action 31.2: Support the call for responsible divestment by taking steps, where possible, to divest financial assets from fossil fuels, or reinvest in climate-friendly activities	New (in planning)	New (in planning)	New (in planning)	New (in planning)	New (in planning)
	Goal 32: Ensure that Cape Town's residents, businesses, visitors and City officials receive timely, effective and appropriate climate change education, communication and training	Action 32.1: Develop and implement a climate change response communication and education plan with a strong focus on community outreach and collaboration Action 32.2: Support climate-change-related skills and knowledge development in the City and across Cape Town Action 32.3: Use social media effectively to communicate early warnings of climate shocks and extreme weather events	Expansion of existing programme	Completed	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
	Goal 33: Establish and maintain partnerships with local, regional and international organisations to support climate actions	Action 33.1: Work to facilitate non-partisan collaborative planning and action for carbon neutrality and climate resilience with C40 partner cities Action 33.2: Partner with local, regional and international organisations that support climate change response, and explore new partnerships with key stakeholders	New (concept)	New (concept)	New (in planning)	New (in planning)	Implementation
	Goal 34: Work with national government to collaboratively reform or devolve decision-making to support inclusive climate change action	Action 34.1: Support government entities across all tiers to reform and improve state enterprises and planning functions in key sectors such as electricity, transport and water	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme	Expansion of existing programme
	Goal 35: Develop and implement a green infrastructure programme that supports climate change response, protects biodiversity, and enhances ecosystem goods and services	Action 35.1: Continue to implement the Cape Town Bioregional Plan, Biodiversity Network, and Local Biodiversity Strategy and Action Plan (LBSAF) Action 35.2: Develop and implement a City green infrastructure programme, including a focus on supporting climate change response Action 35.3: Develop a database of Cape Town-specific nature-based solutions and best practices for climate change response, and promote their implementation	Expansion of existing programme	Implementation	Implementation	Implementation	Implementation
CCWA 5: Promote, protect and enhance human and ecosystem health			New (in planning)				

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	Goal 36: Ensure that physical health and mental wellbeing are addressed through the City's climate change response	Action 36.1: Take action to address air pollution as part of the City's climate change response	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 36.2: Take action to address water pollution as part of the City's climate change response	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 36.3: Continue to implement disaster risk education and awareness initiatives focused on household safety and preparedness, and expand these initiatives where required	Implementation	Implementation	Implementation	Implementation	Implementation
		Action 36.4: Ensure that mental health is adequately addressed as part of the City's climate change response	New (concept)	New (concept)	New (concept)	New (concept)	New (concept)
	Goal 37: Promote food security as well as low-carbon and climate-resilient food systems in Cape Town	Action 37.1: Implement the City's food systems programme	New (in planning)	Implementation	Implementation	Implementation	Implementation



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