

## Federal Ministry of Environment

Department of Climate Change

### Nigeria - ICAT Project:

Set up of Sectoral MRV systems for Nigeria

Workshop for the Validation and Adoption of Reports on the  
Overarching MRV Institutional and the Assessment of Policies and  
Measures to Develop Indicators and Tools to Track the NDCs

### REPORT

DATE: 17<sup>th</sup> February, 2022

VENUE: Sandralia Hotel, Jabi, Abuja



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## List of Acronyms and Abbreviations

ACAP	Airport Carbon Accumulation Programme
AFOLU	Agriculture, Forestry and Land Use
APP	Agriculture Promotion Policy
BMU	Bundesministerium für Umwelt, Naturschutz Und Reaktorsicherheit (Federal Ministry for the Environment, Nature Conservation and Nuclear Safety)
BUR	Biennial Update Report
CDP	Carbon Disclosure Project
CEs	Coordinating Entities
CIFF	Children Investment Funds Foundation
CPF	Country Partnership Framework
CSOs	Civil Society Organizations
CWF	Climate Works Foundation
DCC	Department of Climate Change
DP	Development Partners
DPR	Department of Petroleum Resource
DRT	Directorate of Road Transport Service
DSA	Data Sharing Agreement
DSC	Donor Steering Committee
EFs	Emission Factors
ETF	Enhanced Transparency Framework
EUD	European Union Delegation
FAAN	Federal Airport Authority of Nigeria
FMARD	Federal Ministry of Agriculture and Rural Development
FMEnv	Federal Ministry of Environment
FMITI	Federal Ministry of Industry, Trade and Investment
FMoA	Federal Ministry of Aviation
FMoT	Federal Ministry of Transport
FRSC	Federal Road Safety Corp
GDP	Gross Domestic Product
GHG	Green House Gas
IA	Institutional Arrangement
IAR	International Assessment Review
ICA	International Consultation and Analysis
ICAT	Initiative for Climate Action Transparency

IDA	International Development Association
ILO	International Labour Organization
IMELS	Italian Ministry for the Environment, Land and Sea
IMS	Inventory Management Systems
LULUCF	Land Use Land Use Change and Forestry
MCA	Multi-Criteria Assessment
MDAs	Ministries, Departments and Agencies
MFP	Modal Focal Point
MoUs	Memorandum of Understanding
MPGs	Modalities, Procedures and Guidelines
MRV	Monitoring, Reporting and Verification
NBS	National Bureau of Statistics
NCCPRS	Nigeria's Climate Change Policy Response Strategy
NCS	Nigerian Custom Service
NDC	Nationally Determined Contribution
NEEDS	National Economic Empowerment and Development Strategy
NEWMAP	Nigerian Erosion and Watershed Management Project
NFDP	National Fadama Development Project
NFP	Nodal Focal Point
NGEP	National Gas Expansion Programme
NGOs	Non-Governmental Organizations
NHRI	National Horticulture Research Institute
NiMet	Nigeria Metrological Agency
NIR	National Inventory Report
NIWA	National Inland Waterways Authority
NNPC	Nigerian National Petroleum Corporation
NPCC	National Policy on Climate Change
NPE	National Policy on the Environment
NRC	Nigerian Railways Corporation
NTP	National Transport Policy
NUPRC	Nigerian Upstream Petroleum Regulatory Commission
O&G	Oil and Gas
OTS	Other Transport Sector
PA	Paris Agreement

PIA	Petroleum Industry Act
QA	Quality Assurance
QC	Quality Control
RTS	Road Transport Sector
SDGs	Sustainable Development Goals
SLCP	Short-Lived Climate Pollutant
SNE	Single National Entity
ToR	Terms of Reference
Ts	Transport Sector
TWG	Technical Working Group
UN	United Nations
UNDP	United Nations Development Programme
UNFCCC	United Nations Framework Convention on Climate Change
VIO	Vehicle Inspection Office
WB	World Bank

## Executive Summary

The Initiative for Climate Action Transparency (ICAT) is a global initiative that helps countries in assessing the impacts of their climate policies and actions that are primarily aimed at fulfilling their self-enforced commitments through increased transparency capacities of the countries. These include the capacity of the supported countries to assess their intended contributions of climate policies and actions on countries' development objectives and providing appropriate methodological information and tools to support evidence-based analyses and policymaking.

ICAT's work is a one country-driven process that aims at building on the existing MRV system, knowledge and complementing on-going efforts in the countries' commitments in combating the impacts of climate change. The initiative helps in the generation of methodological guidance towards ensuring best practices and inclusive shared learning among actors globally to increase knowledge base.

The initiative is an unincorporated multi-stakeholder partnership steered and funded by the Donor Steering Committee (DSC), consisting of four donors; the Children Investment Fund Foundation (CIFF); Climate Works Foundation (CWF); the German Federal Ministry for the Environment, Nature Conservation, and Nuclear Safety (BMU); and the Italian Ministry for the Environment, Land and Sea (IMELS), as well as the UNFCCC and UNOPS as ex-officio members. The Initiative is managed by UNOPS on behalf of the DSC. Within UNOPS, the ICAT Secretariat manages ICAT day-to-day activities, coordinating and guiding the work of the implementing partners.

To achieve the set objectives of the project, which basically focus on the implementation of the sectoral MRV systems based on the robust sustainable data system the project focuses on 3 priority areas, representing 5 subsectors Oil & Gas sector, Transport (including Road transport and other transportation modes) and AFOLU (including Agriculture and LULUCF/Land Use, Land Use Change and Forestry).

Activities carried out by the consultants as spelt out in the ICAT work plan and consultants' terms of reference (TOR), include the sectoral MRV system review through needs and gaps analysis via stakeholders' identification and analysis of key existing documents and the development of the proposed sectoral MRV which was also conducted through needs and gaps analysis purposely for the provision of inputs for the establishment of the sectoral institutional MRV framework and the development of the overarching MRV institutional Arrangements and the assessment of Policies and Measures to develop indicators and tools to track the NDCs. In the aforesaid processes, the following issues were interrogated during the consultants' engagement with the stakeholders aimed at shaping the system; thus, what entity responsible for the general coordination of sectoral MRV (in terms of GHG inventory / mitigation); who are the data providers, what data flows and procedures are involved, other areas clarified during the consultation included the entities and experts involved including non-State Institutions (private sector, NGOs, Universities, etc.); and QA/QC procedures. It was reiterated that ICAT through the implementing Ministry, which is Federal Ministry of Environment (FMEnv), convened several workshops prior to this particular workshop on validation and adoption of reports on the overarching MRV institutional arrangement and the assessment of policies and measures to develop indicators and tools to track the NDCs held on 17<sup>th</sup> February 2022 at Sandralia Hotel, Abuja, Nigeria.

This workshop, just like the previous ones, had brought together critical stakeholders from relevant MDAs, NGOs, private sectors, Universities, research centers, media and international organizations as well as ICAT- National and International Project Consultants.

The main objectives of the workshop were to collate final inputs from MDAs, NGOs, CSOs, Academia, Private sector etc. if any, to identify what additional information if any, needed to be included in the Final Reports and also carry out a Validation Exercise to adopt the Reports on the Overarching MRV

Institutional Arrangement and the Assessment of Policies and Measures to develop Indicators/Tools to track the NDCs of the Paris Agreement (PA).

The expected outcome of the workshop was the collation of all the inputs, comments, contributions, and observations that were visited on the Reports that will be finally incorporated in the documents as final inputs and adoption of the overarching MRV institutional arrangement for Nigeria and the NDCs indicators for tracking the PA. The workshop featured two sessions: ceremonial session and technical session with opening remarks and contributions from development partners and presentations by resource persons both the national and international consultants. The Report was discussed by the participants at the meeting and observations made by stakeholders were noted for incorporation into the Final Report.

## 1. Background

GHG emissions has presented Nigeria (being a leading oil producer in Africa) with a daunting challenge of how to reduce its emissions to a barest minimum and that is achievable, according to experts, only through robust diversification of the country's economy away from fossil fuels. The carbon emission data in 2019 shows a steady increase right from the 1970 of the value which stands at 100.2 million tonnes (knoema.com). To achieve the intended reduction of the GHG emissions, Nigeria pledged the 20% emissions reduction by 2030 unconditionally and 47% conditionally and communicated in its revised Nationally Determined Contributions (NDCs). This is basically attainable by improving energy efficiency by 20%, provision of 13 GW of renewable energy electricity and by ending gas flaring. The ambition to foster low carbon, bring about economic growth and achieve a climate resilient society has been conceived as a national strategy by Nigeria's Climate Change Policy Response and Strategy (NCCPRS) adopted since 2012 (revised 2020).

To achieve this ICAT project focuses on developing Monitoring, Reporting and Verification Systems on 3 priority sectors (representing 5 sub-sectors) from the 7 identified by Nigeria each with an assigned national consultant that helped in the processes of the development of an overarching institutional MRV system for Nigeria. The consultants have robustly engaged with stakeholders throughout the processes, made sectoral MRV system review and sectoral institutional MRV system development at sectoral levels and presented the same to stakeholders at various workshops. As part of their mandate in the project, they developed an overarching MRV institutional arrangement, assessed policies and measures and developed indicators and tools to track the NDCs.

It was in view of this that a workshop was held on 17<sup>th</sup> February 2022 at Sandralia Hotel Abuja, Nigeria at which the Reports on the overarching MRV institutional arrangement and the assessment of policies and measures to develop indicators and tools to track the NDCs were validated and adopted. The aim was to present the reports to the stakeholders for validation and adoption from which also inputs, comments, observations that would be collated and finally be incorporated into the overarching institutional framework for Nigeria.

## 2. Session 1: Welcome and Ceremonial Session – Asmau Jibril

### 2.1 Welcome Remarks and Self-Introduction of Participants - Mrs. Victoria Pwol



The Workshop started with a welcome by Asmau Jibril, the ICAT Focal Point and Head of Mitigation Division of the Department of Climate Change (DCC). She welcomed the participants and proceeded to coordinate the introductions before calling on the representative of the Director, DCC to deliver her Opening Remarks and declare the Validation Workshop open.



The Director, DCC, Mrs. Iniobong Abiola-Awe who was unavoidably absent was ably represented by the Deputy Director, GHG Inventory Mrs. Victoria Pwol who expressed delight in welcoming the distinguished guests to the workshop for the validation and adoption of the overarching MRV institutional arrangement and the assessment of P&M tools to track NDCs under the Paris Agreement. She said that the impressive number of the participants from across different relevant sectors is an indication of commitments and collaboration by stakeholders towards tackling the effect of climate change (CC) and meeting national growth targets.

She noted that, under the ICAT project, Nigeria is provided with technical assistance to support the development of a robust MRV system in line with Enhanced Transparency Framework (ETF) which covers three sectors of O&G, Agriculture/Forestry and Transport. The main goal of the project is to ensure that Nigeria can collect data and manage data needed to measure key policy impact that will help advocate climate targets, mobilize finance and strengthen sustainable development.

She maintained that the two reports that were developed through robust stakeholders' consultation are now ready for validation and adoption and indulged the support of the participants at this wind-up stage of ICAT project as DCC looks forward to participants' continued support and partnership in the implementation of the MRV in Nigeria and finally wished all a successful deliberation.

## 2.2 Contributions from the World Bank - Dr Joy Agene

In her remarks, Dr Joy Agene, the representative of the World Bank (WB), specially thanked the government of Nigeria for its commitment towards climate change. She said that at the World Bank, climate change is always at the center. In every financing, the World Bank ensures climate actions are considered. For example according to Dr Joy, there is a framework at WB through which the Bank engage with countries known as Country Partnership Framework (CPF) 2020-2024 which focused on four key areas of engagement thus; investing in human capital and harnessing Nigeria's demographic dividend, promoting jobs and economic transformation and diversification, reducing fragility and



building resilience and strengthening the foundation of the public sector with \$ 12.2 billion worth active investment in financing from the International Development Association (IDA) and which in Nigeria has a pillar dedicated to CC. There is another area of co-benefit. Nigeria is one of the examples in terms of mainstreaming CC benefit in the areas of the WB operations in the country. She cited the Nigerian Erosion and Watershed Management Project (NEWMAP) as example of such project that has 100% co-benefit.

She maintained that WB sees room for improvement mostly around integration of CC actions into agenda for MDAs and also for institutional strengthening. Another area of collaboration and possible opportunity for

Nigeria is data collection and improving information on CC which can be facilitated by institutionalizing the overarching MRV system in the country for tracking the NDCs.

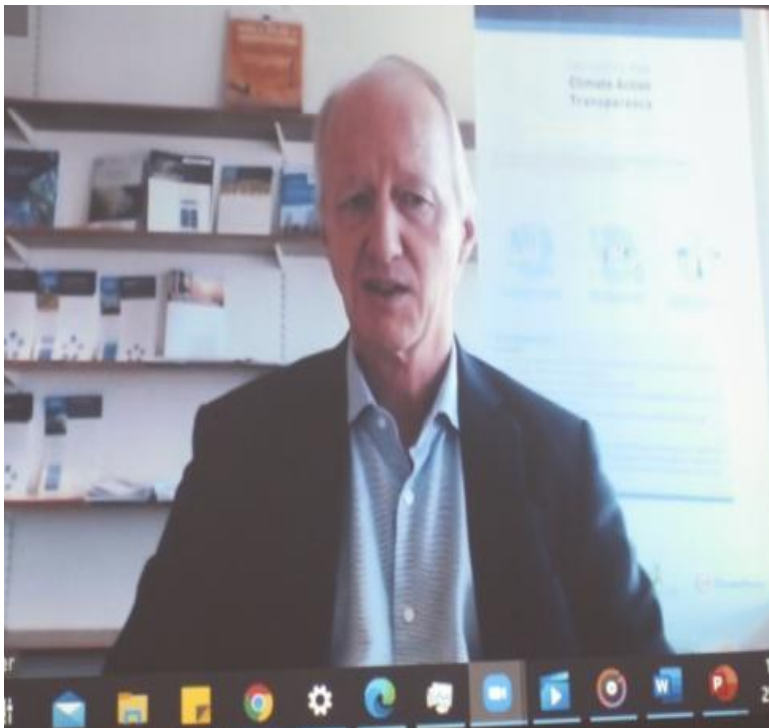
She concluded her remarks by thanking the DCC and the country on the transparent and inclusive manner in which the MRV is being established in the country. It is noted that while doing that, the bank will further consider the possibility support from the development partners (DP) and private sector. It is also hoped that this effort will guide on how to put in an effective tracking system for the NDCs and of course make it possible to collect more ideas that will help as we move forward. She finally thanked all for coming and wished all successful deliberations.

### 2.3 Contributions from European Union Delegation - Dr. Sabri Mekaoui

In his remarks, Dr. Sabri Mekaoui, the representative of the European Union Delegation (EUD) thanked the organizers of what he called ‘an impressive workshop’. He noted that the EU is currently running a project with the FMEnv tagged Nigerian Climate Change Response Programme (NCCRP) which is supporting another MRV framework in the waste and energy sectors. He expressed happiness to be at the workshop, this is because according to him though ICAT is an entirely parallel project, but it will be complementary to other projects (NCCRP inclusive). Dr Mekaoui also noted that from the introduction of the participants one could see the diversity in affiliations and background of the participants which is an indication of commitment of Nigeria to the NDC. He finally wished all a successful workshop.



## 2.4 Contributions from ICAT Management - Dr. Henning Wuester



Dr. Henning Wuester, Director, ICAT, Bonn, Germany, made his contribution virtually. In his contribution, Dr Henning started by expressing happiness to address the closing workshop of the first ever ICAT project in Nigeria. He thanked and appreciated the organizers for bringing together all the participants to the workshop. He further emphasized the centrality of stakeholders' engagement being key to effective climate actions. Dr. Henning noted that Nigeria being the largest economy in Africa and of course the leading oil producer faces a challenge of decreasing its carbon footprint while pursuing its economic and development agenda. He acknowledged Nigeria's dedication to what he called a global fight against climate change which is reflected

in its NDCs targets by 2030 and its long-term de-carbonization objectives by 2060. Noting that to achieve all these goals, implementation must be managed deliberately and carefully taking into consideration the sustainable development goals (SDGs) which ultimately translate into national development.

Highlighting the importance of transparency as essential, he further noted that such data collected for the national transparency framework will be crucial in meeting the climate goals and of course reaping the opportunities as well as reinforcing national development. In effect data is very essential for policy design, including effective policies that help NDC implementation, for mobilizing resource and stakeholders as well as for tracking progress and eventually evaluating implementation to further strengthen the NDCs when updated he averred.

Dr. Henning also said that the ICAT project in Nigeria set out to provide technical support for the development of MRV systems in line with the ETF of the PA which covers three sectors: Oil & Gas, Agriculture/Forestry and Transport. The MRV framework that is being established is aimed to be the basis for implementation of Nigeria's NDC and for the future update of the same thing. The ICAT project in line with the aforementioned goals also developed indicators that can track implementation and also conducted an assessment of policies for NDC implementation as well as identifying benefits of climate actions for the economy. He buttressed this by citing a staggering 17 trillion Naira or 41 billion USD to be realised from the climate action measures in the transport sector alone.

He further noted that the crucial next step is to ensure implementation of the elaborate MRV framework which requires guidelines that will clearly spell out what actors need to do and establish a legal basis for action. According to Dr Henning, this phase of the project has shown the relevance of data in effective planning that will 'enable ambitious climate targets' which are always in tandem with the needs of the population. The next phase of the project (hopefully) will help support Nigeria's efforts to take it to the next level by covering missing sectors such as the industry sector to mention just one and also support institutionalization of the MRV framework.

He concluded by noting that the main idea behind the project was to develop a framework to plan, measure and track the just transition to a low-carbon economy while taking care of the needs of all when implementing climate policies. He assured Nigeria of many opportunities ahead. He finally expressed a sincere gratitude to all those that have contributed towards making the reports presented today possible and to all the participants who gathered at the workshop for their dedication and active engagement and wished the participants a productive day and deliberation.

## 2.5 Overview and Progress Report on the Nigeria ICAT Project- Dr. Bala Bappa

Dr. Bala Bappa, ICAT in-Country Facilitator/Coordinating Consultant, started his presentation on the overview of the ICAT Project, including activities carried towards producing the overarching MRV documents to be validated and also on the highlights of the validation exercise by welcoming the participants (Representative of Director, Department of Climate Change, Director of ICAT, Representative of World Bank, Representative of European Union Delegation, ICAT focal point, ICAT international Consultants, Dr Julien of CITEPA, Dr Mike of GHGMI, National Project consultants, distinguished colleagues and the virtual participants) to the workshop.

He stated that the documents that are about to be validated are products of engagements and consultations with stakeholders throughout the implementation period that have been developed in collaboration with the consultants and presented to stakeholders in August last year for further inputs from stakeholders.

He said that the documents were sent to participants some weeks ago with the hope that stakeholders should read through them prior to the validation workshop. The wisdom behind this was to give stakeholders enough time to read through and make final inputs, comments and observations.

The final inputs will be collated during the validation exercise which will involve scrolling through the document page-by-page and chapter-by-chapter moving forward, to save time. Such comments/inputs will later be incorporated into the final documents. Dr Bappa gave an overview of the ICAT project giving a brief background of the project. He highlighted issues such as the objectives of the project as well as the key stakeholders to be involved in the process of the MRV implementation.

In stressing out the activities that were carried out so far, he noted that the consultants were guided by their TORs, which include carrying out a need and gap analysis and reported it, developed sectoral institutional MRV systems for the three NDC priority sectors, presentation of a report of an overarching institutional arrangements and recommendations for national MRV reporting system as well as design and development of NDC indicators/tools across the 3 sectors. To deliver on the aforementioned TORs, major implementation activities were carried out in the implementation processes. These started with the inception workshop, development and adoption of a detailed work plan, and then followed by the extensive stakeholder consultations and engagements. Review of sectoral policies and documents



resulted with a need and gap analysis report and subsequently, Institutional MRV framework reports for each of the 3 sectors were developed. These activities were followed by the development of an overarching institutional arrangement report, assessment of policies and measures and development of NDC indicators, then presentation and engagement workshop and finally the Validation and Adoption workshop. Each activity has its specific deliverables thus;

<b>Description</b>
<b>Deliverable #1: report from the inception workshop</b>
<b>Deliverable #2: detailed work plan for the ICAT project</b>
<b>Objective #1: Carry out a sectoral MRV needs and gaps assessment</b>
<b>Deliverable #3: MRV need and gap analysis report</b>
<b>Objective #2: Provide input to a sectoral national reporting scheme</b>
<b>Deliverable #4: report on MRV for Oil &amp; Gas, Transport, Other Transport, LULUCF, Agriculture Crops and Livestock</b>
<b>Objective #3: Develop an overarching institutional arrangements MRV system</b>
<b>Deliverable #5: report presenting the overarching institutional arrangements and recommendation for national reporting system and design</b>
<b>Objective #4: Asses sectoral Policies to develop NDC indicators/tools</b>
<b>Deliverable #6: Report assessing P&amp;M to develop NDC indicators/tools</b>
<b>Objective #5: Share knowledge and lessons learnt</b>
<b>Deliverable #7: report of the final Workshop</b>
<b>Deliverable #8: report highlighting key achievements and lessons learned</b>

He said that the main objective of this workshop is the validation and adoption of the reports on overarching MRV institutional arrangement report and assessment of policies and measures and development of NDC indicators and tools by stakeholders and participants from various ministries departments and agencies, organizations, and civil society groups etc.. He pointed out that at the end of this workshop, the stakeholders' comments and observations will be collated and incorporated into the final document for implementation by DCC going forward.

**3. Session 2: Technical Session; Validation and Adoption of Reports on the Overarching MRV Institutional Arrangement and the assessment of Policies and Measures to develop Indicators and Tools to track the NDCs, with MDAs, International Development Partners, Private Sector, NGOs, and Academia coordinated by Dr Bala Bappa and Engr Ogunleye**

The Technical session was introduced by Dr. Bala Bappa and coordinated by the Lead Oil & Gas Consultant, Engr. James Ogunleye. In the introductory remarks, the in-country facilitator highlighted the objectives of the Technical Session which was to serve as a platform for technical presentations by the National and International Consultants of the Project, which started with the presentation by International Consultants, Dr Julien Vincent and Dr Mike Bess on the MRV institutional arrangement and NDC tracking of the priority sectors. The session then proceeded to feature the overview presentations of the sectoral institutional arrangements and P & M assessment reports on Oil & Gas, Transport and AFOLU sectors by respective Sectoral National Consultants and followed by a special presentation on the overview and findings of the ICAT supported Transport sector TRACE tool by the Lead consultant. All these according Dr Bappa would be followed by the exercise to validate and adopt the reports with the collation and incorporation of all stakeholders' final inputs into the overarching

MRV institutional arrangement and the assessment of policies and measures to develop indicators and tools to track the NDCs and finally the adoption of the Reports.

The Technical session proceeded with presentations as follows.

### **3.1 MRV Institutional Arrangement and NDC Tracking of the priority sectors Transitioning Reporting from BURs to BTRs Modalities, Procedures and Guidelines (MPGs) for the ETF, by Dr. Julien Vincent (CITEPA) and Dr. Mike Bess (GHGMI)**



In his presentation Dr. Julien highlighted the importance of having both the overarching and sectoral MRV systems that will avail countries opportunities to monitor all the data available that are verified at international level. He noted that modalities, procedures and guidelines (MPGs) had been endorsed in 2019 at COP24 in Katowice and that is meant to supersede reporting of biennial reports (BRs) for the developed countries and biennial update reports (BURs) for the developing countries and the current International Assessment and Review (IAR) for developed countries and International Consultation and Analysis (ICA) for developing countries and for all parties.

At COP26, Glasgow 2021, the MPGs have been operationalized and finalized by setting out a new reporting format for all data needed for all countries to be reported. Dr Julien, maintained that with this development there is

now a clear and common reporting tabular format for all countries and also the outline of the new reports both BURs and National Inventory Reporting (NIR) representing one common transparency system for all parties that is more rigorous with standardised information reported by all parties and which also improves quality of data, comparability and compatibility among parties.

The new MPGs was indeed to build a needed trust among the parties and of course to be able to track progress and impact of P&M in terms of mitigation and adaptation as well as for tracking the support needed and received by the parties from the international community as developed countries have committed to provide substantially more resources to developing countries to improve the entire ETF system under the PA, he averred. In essence he maintained that the wisdom behind ETF was to guide the parties to reports their GHG emissions, the progress they have achieved towards their NDCs, improve measurement of climate change impacts and adaptation, increase support provided and mobilised for achieving climate change targets as well as to identify the support needed and received as noted earlier on.



#### 4. Presentation by 5 ICAT Project Consultants-Coordinated by Lead Project Consultant, Engr. James Ogunleye

##### 4.1 Oil and Gas Sector by Engr. James Ogunleye

In his presentation Engr. Ogunleye highlighted the objectives of the project as far as the O&G is concerned thus; to carry out a review of the sector in terms of GHG inventory and mitigation actions (actors involved, availability of data, QA/QC, tools and archiving systems, MRV capacity in the country, etc.), to provide input to an internal Nigerian reporting scheme towards developing the national institutional setup, to clarify how to get other stakeholders to share data, to develop an overarching institutional arrangement with recommendations for national reporting system and design and assess P&M to develop NDC indicators/tools.

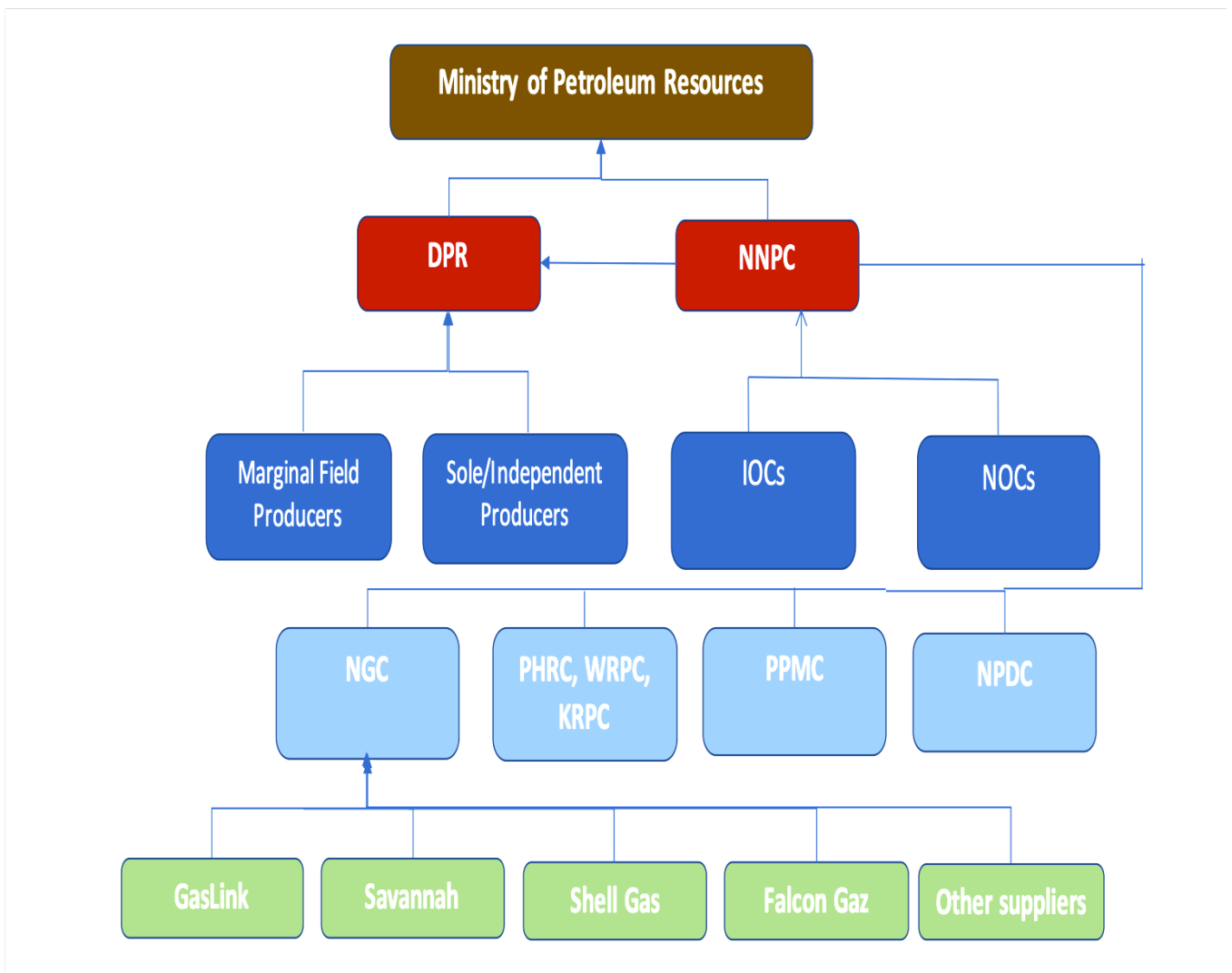


Based on the above, series of activities have been carried out and a lot of progress has been made with status of the project almost at the completion stage thus;

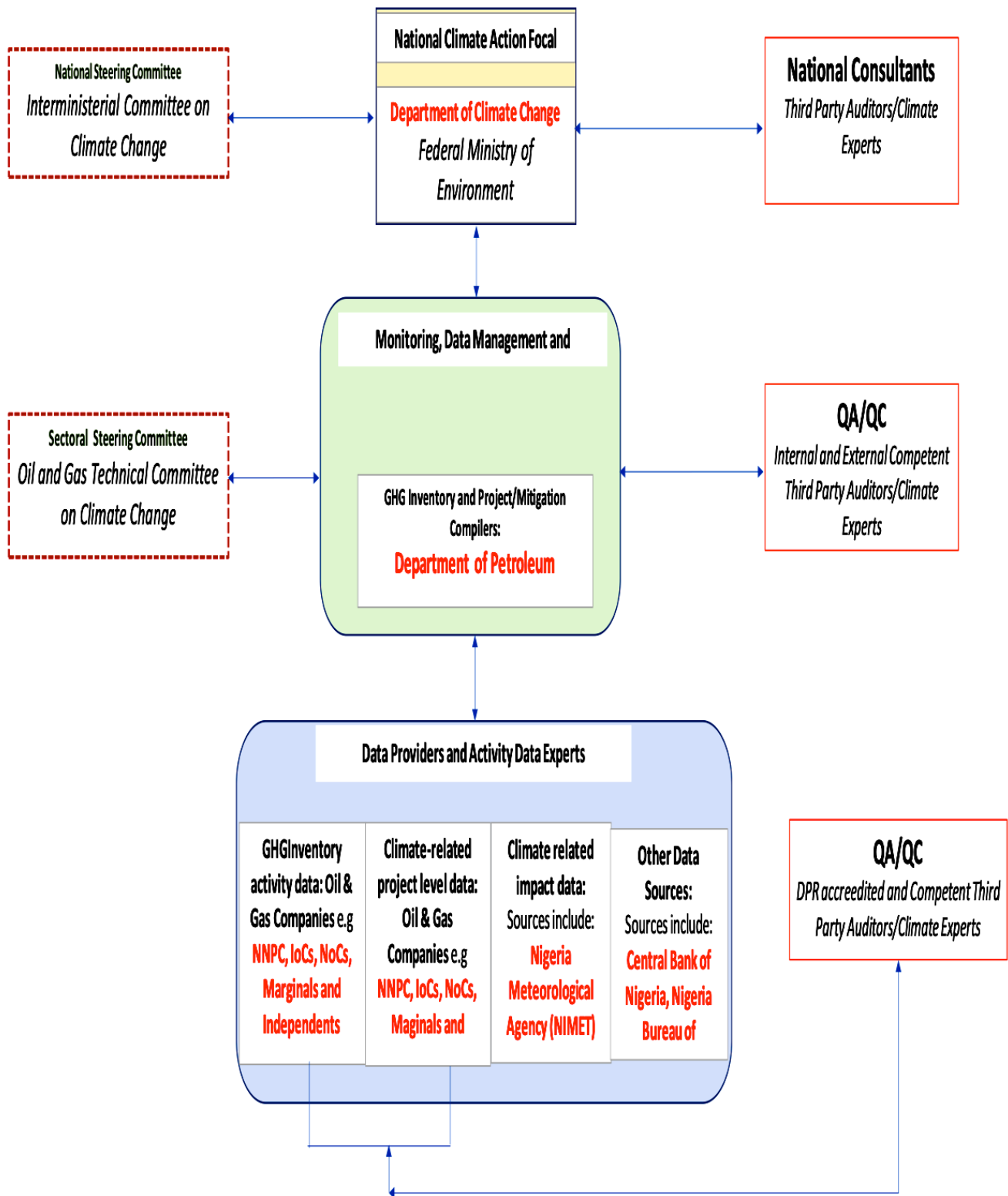
S/N	Project Deliverables	Status
1	Inception Report	Completed
2	Sectoral MRV System Review (Needs & Gaps Analysis)	Completed
3	Sectoral Institutional MRV System	Completed
4	Overarching Institutional Arrangement	Completed, Stakeholders Validation Required
5	Policies & Measures (P&M)	Completed, Stakeholders Validation Required
6	Lesson Learnt Report	Completed
7	Final Workshop Report	To be completed after this workshop

While highlighting the work done and commenting on the need and gaps analysis of key areas he noted that in each category, action is required to improve the existing situation and of course the need for a proposed sectoral institutional arrangement that will hopefully articulate the overarching climate goals and targets, the transparency outputs needed to track them and capture, prioritize relevant data, expertise and organizations involved.

The proposed IA ensures that all the institutions involved understand how transparency activities interact with their mandates and other national development priorities and clarity in communicating data among the relevant stakeholders. The proposed IA aimed to also establish legal binding documents to support the role of the custodians of data and the external entity performing the role of the QA. He further noted that there is still no formal institutional arrangement existing in the O&G sector; however the available non-formal arrangement shows data flow for statutory reasons and not necessarily for the purpose of MRV.



To remedy this anomaly new sectoral IA was proposed with the aim of enhancing data availability (data flow) for use in GHG Inventory and Mitigation Action Tracking and also to ensure reliable, comprehensive and regular information, reliable flow of transparent information on GHG trends and projections allow for effective compilation and reporting of climate actions, provide opportunity for extensive improvement of key components of the IA, assure sustainability of the established MRV system, and informs key decision makers on progress of climate action, level of climate ambition and capacity needs.



On the P&M Engr. Ogunleye highlighted the supporting policies in the O&G sector and their respective mitigation goals as shown below thus:

S/N	Existing Policies	O&G	Mitigation Goals from oil and Gas Policies	NDC Mitigation Measures
1	Nigerian Gas Master Plan		Enhance reduction in GHG emissions from: <ul style="list-style-type: none"> <li>Gas flaring, through the creation of a robust, scalable, and fully connected gas infrastructure that will enhance gas commercialization in the country.</li> <li>Fugitive emission leaks and vent sources</li> </ul>	<ul style="list-style-type: none"> <li>Zero Gas flaring by 2030</li> <li>60% reduction in Fugitive Methane emission by 2031</li> </ul>
2	National Gas Flare Commercialization Programme (NGFCP)			
3	National Gas Policy			
4	Flare Gas Regulation			

He concluded his presentation by highlighting on the key achievements recorded during the project implementation period which included successful engagement with the relevant sector stakeholders, identification of MRV need and gap which was addressed in the institutional arrangement, the development of the sectoral institutional arrangement, creation of increased awareness through effective stakeholder consultative workshops and the development of NDC indicators that helps track the sectoral NDC performance. On the challenges faced during the project implementation he noted that many challenges were experienced, and different solutions were attempted thus;

S/N	Challenges	Solutions
1	COVID-19 associated restrictions	Adapted to virtual meetings/ workshops to comply with the COVID-19 protocols.
2	Stakeholders Identification and Engagement	Increased efforts in identifying and engaging all relevant MDAs by working closely with the DCC and the focal point of the regulator.
3	Lack of adequate Institutional Arrangement (IA)	Proposed a robust IA that would articulate/provide coordination for the overarching climate goals and targets and the transparency outputs needed to track them.
4	Lack of Legal institutional Frameworks	<ul style="list-style-type: none"> <li>Established the importance and the urgent need of Legal Institutional Frameworks needed for establishing the roles and responsibilities of the different stakeholders.</li> <li>Provided a framework that will guide the development of the Legal Institutional framework for the MRV system in the sector.</li> </ul>

The project implementation period was experience gathering fora during which many lessons were learnt. In this regards Engr. Ogunleye noted that the inception workshop was vital to sensitizing stakeholders, to discuss in detail the project activities and necessary steps to be taken for the implementation of the project. It was also observed that early involvement of sector stakeholders facilitated good cooperation which remained throughout the implementation of the project. Other lessons learnt from the project implementation were that engaging sector MRV experts in capacity building workshops played a key role in enhancing knowledge transfer among the relevant stakeholders and that building on existing national arrangements was imperatively effective in developing the MRV system. There is also a need for a legal institutional framework to ensure effective institutional arrangement and the need to expand the existing institution mandates to allow for more coverage for MRV needs, without which, it would be challenging to have a smooth operation of the MRV system. Institutions to be involved in the MRV process will need to understand how their activities contribute to enhancing the MRV process he averred.

Finally, the following recommendations were proffered: -

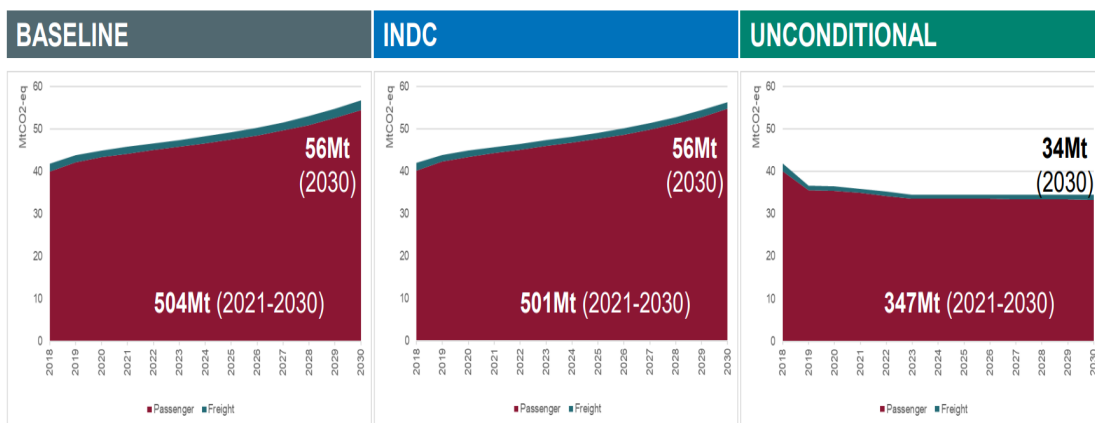
- The legislative institutional framework is needed to enhance the existing IA
- Some sector stakeholders already have a framework that supports compliance in terms of data collection and transmission to the institution collating the data on behalf of the government. This needs to be enhanced.
- There is a need to strengthen the nexus between stakeholders, policy makers and country focal points on climate issues in the country especially in policy implementation.
- The Ministry through the DCC will need to arrange training programmes for all stakeholders periodically to keep them informed on international best practices.
- Climate financing needs to be mainstreamed into the annual budgeting process to ensure climate actions (mitigation and adaptation) receive the right support.
- The Government should ensure that national Consultants, QA/QC experts and Researchers/Academics are an integral part of the MRV process to enhance the quality of output.
- Need for a GHG management system that will house all data for the purpose of reporting.

## Trace Tool

Trace tool according to Engr. Ogunleye is an excel-based model meant to support quantitative evaluation of selected non-climate impacts from decarbonizing the urban transport sector. It takes the sector as an input and estimates the associated non-climate impacts. He noted that the first draft of the model facilitates an assessment of impacts on congestion, road accidents, fuel use and can (soon) link to a tool to derive health impacts from air pollution. He further noted that impacts are estimated in units such as travel delay, fatalities, and volume or weight of fuel types, as well as monetized, to allow an aggregation of the different impacts.

According to the analysis carried out, RT emissions account for 13% of 2030 economy-wide emissions in baseline and passengers' travel accounts for the vast majority of RT emissions, with only limited impact from freight. However, baseline and INDC emissions trajectories are almost identical: rising

emissions driven by gross domestic product (GDP) and population growth. It is also observed that emissions initially fall sharply, followed by slower decline in unconditional scenario thus;



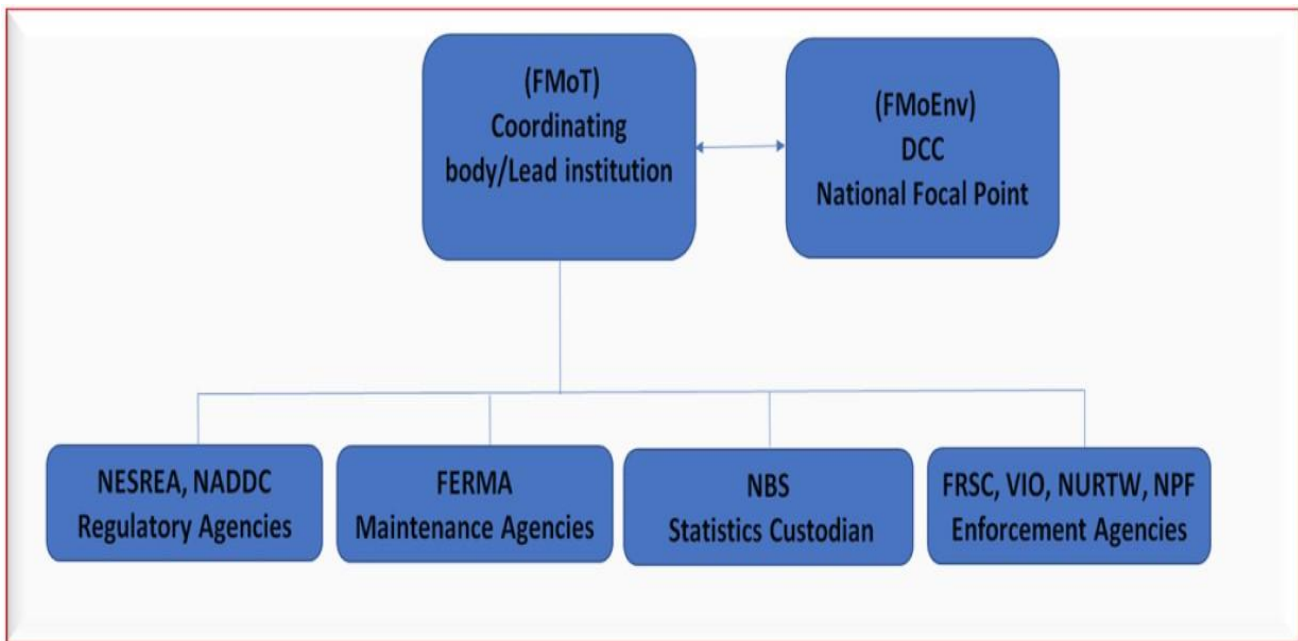
He concluded the presentation by highlighting the co-benefits in terms of quantity as follows;

- Billions of hours are lost in congested traffic every year representing major economic losses
- Economic losses from delays exceed USD 3.5bn per year in Lagos alone
- Phasing in 70,000 new buses (BRT) save 29bn hours and USD 13.6bn over the decade
- Fuel consumption in the Baseline scenario continues to rise year-on-year
- Fuel consumption is limited in the Unconditional scenario by emissions standards and modal shift.

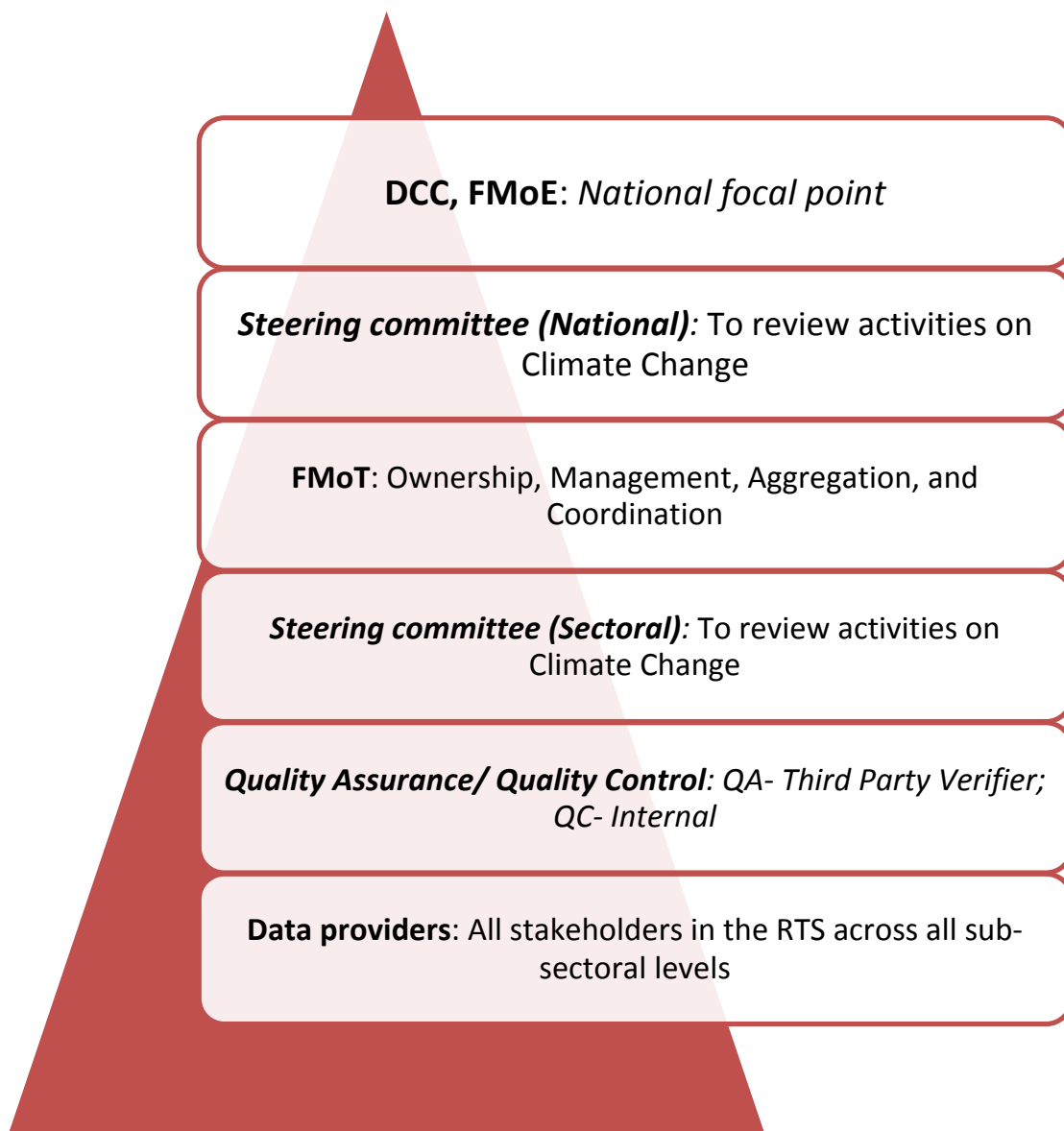
#### 4.2 Transport Sector; by Mr. Kazeem Sanusi



In this presentation Mr. Sanusi highlighted the ICAT project generally and the RTs report's objectives which is to identify existing IA and presents proposed robust IA designed to articulate the overarching climate goals, targets and the transparency outputs needed to track them, to structure the proposed IA show interactions between the institutions and the identified sector stakeholders and to clarify in terms of communicating data information and data flow within the relevant stakeholders. He noted weaknesses in the existing IA and the need for a more robust IA.

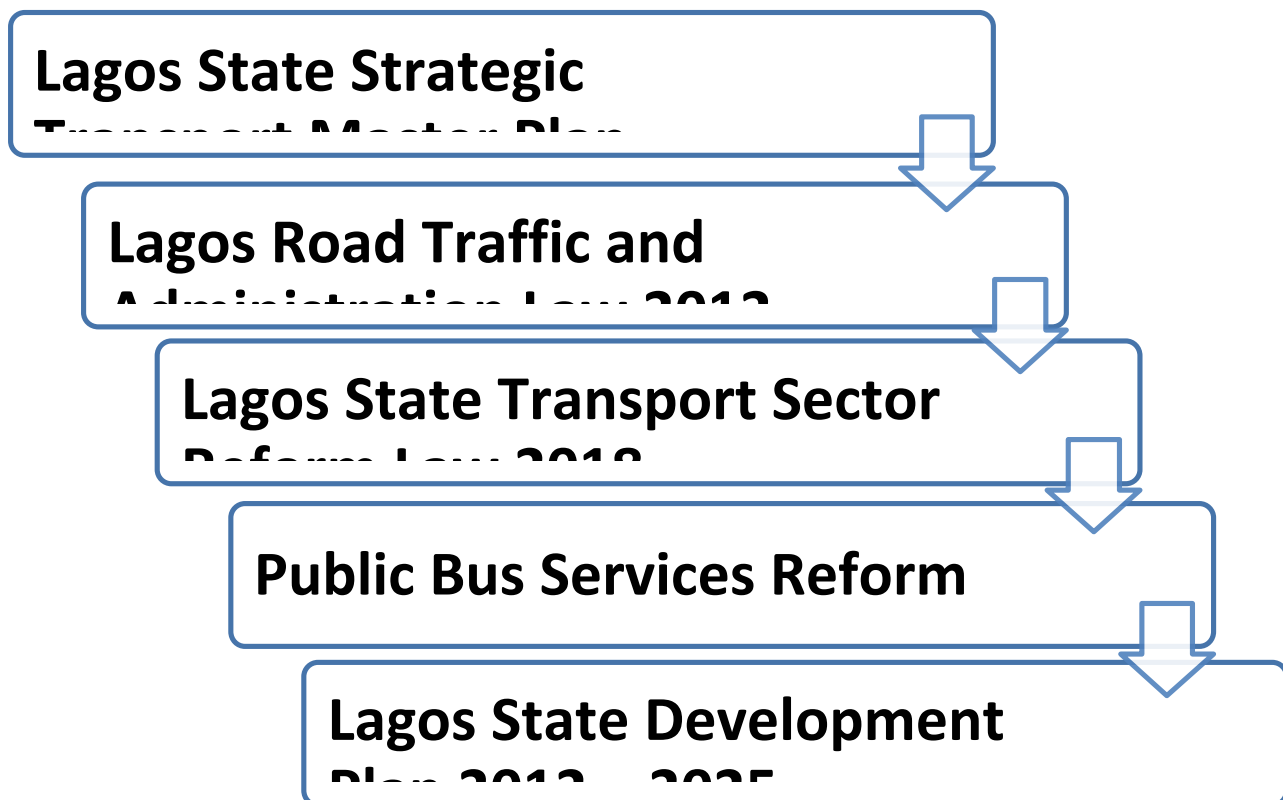


The following more robust IA is proposed away from the status quo thus;



Mr Kazeem recommended for more robust national reporting in the RT that there is a need for the establishment of strong legal frameworks that will enable the setting up of frameworks and legalize the boundaries, roles, and responsibilities of newly set up institutions for data collection, collation, and analysis, and GHG Inventories and these may include the establishment of Steering Committees and data QA across all levels of the RTS. There is also a need for more data sharing agreement (DSA) among stakeholders. He further noted the need for continuous capacity building for stakeholders and the development of MRV TOR/guidelines by DCC to stakeholders to guide MRV processes.

On the Policy Assessment Measures (P & M) to develop NDC indicators/tools report, it is observed that there are things that are missing in the RTs. There is a big MRV gap in the existing policy. It is also noted with dismay that Nigeria still awaits its first National Transport Policy (NTP) since its independence and most available statements and policy documents were in draft form and have yet not been officially adopted. It also observed that there is development made at sub-national level with Lagos state that has a transport policy to manage its transport sector (Ts).



He highlighted on the major policies, their thrust, what they hoped to achieve and their specific NDC mitigation goals identifying so many gaps in them being the policies are only in draft form and the lack of implementation strategy for them. There is also lack of legal framework to support the policies, insufficient funding to implement policy projects, inadequate infrastructure, finance, difficulty in adopting scientific modeling approach for the Ts, low level of stakeholder and political support and of course lack of or insufficient data to mention some. He concluded his presentation by further highlighting on NDC mitigation goals and indicators.

S / N	Policy Initiatives	Policy Thrusts	Goals	NDC Mitigation Goals
1	1993 Policy	Modal development	Adequacy and Efficiency	<ul style="list-style-type: none"> <li>● 100,000 Extra buses by 2030</li> <li>● Increase Bus Rapid Transport (BRT) by 2035</li> <li>● 25% of trucks and buses using CNG by 2030</li> <li>● All Vehicles meet EURO III emission limits by 2023 and EURO IV by 2030</li> </ul>
2	2003 (Draft) Policy	Integrated Transport	Adequacy, Efficiency, Affordability, Safety, and Environmental Friendliness	
3	2010 (Draft) Policy	Public-private Partnership (PPP)	Adequate and efficient maintenance of already existing road network; promote Private Sector investment in the upgrade and maintenance of roads through Public-private partnership (PPP)	

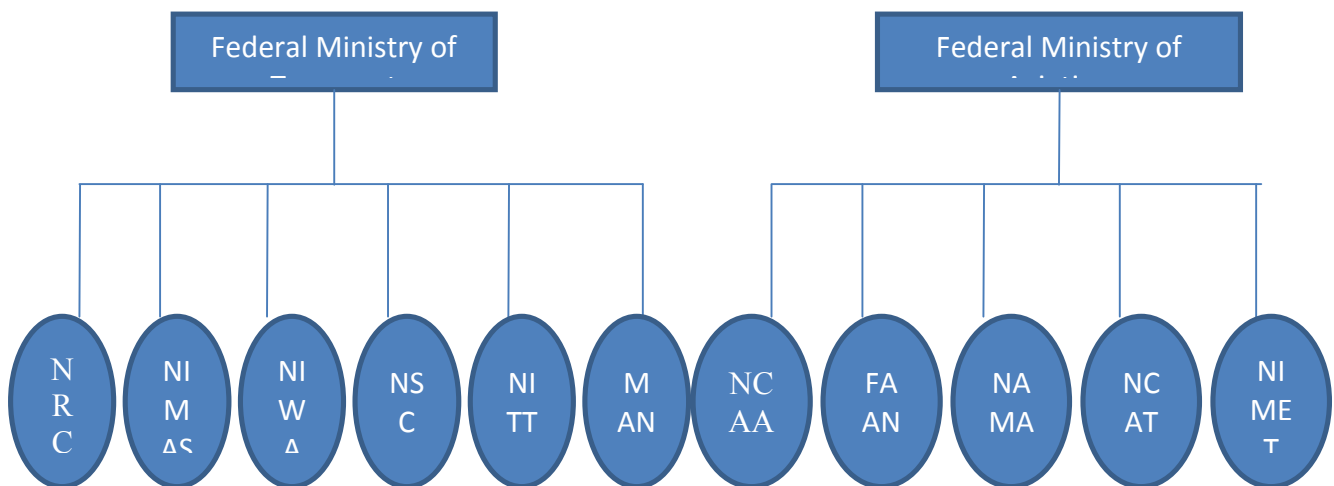
### 4.3 Other Transport Sector (OTS) by Mr Ogunsegun Olusola Omotosho represented by Kazeem Sunusi

Mr. Kazeem began the presentation with the gaps in the OTS. He observed that like in other sectors data collection, analysis and archiving particularly on GHG emission in OTS model agencies are very poor and data automation level is still very low. This has contributed to loss of data on GHG emissions and GHG inventories in the transport sector. IA for MRV systems on inventory and mitigation are non-existent, sectorally and nationally in the OTS. Other issues identified in the sector are the absence of technical expertise on climate change issues, limited financial support to develop and operationalize domestic MRV system, absence of sectoral baselines for OTS modes, absence of legal and regulatory mechanisms, where they are available, they are not cohesive and strong enough for OTS' institutions and difficulty in monitoring and correlating government policies due to improper coordination and low perception on climate change issues even amongst government officials.

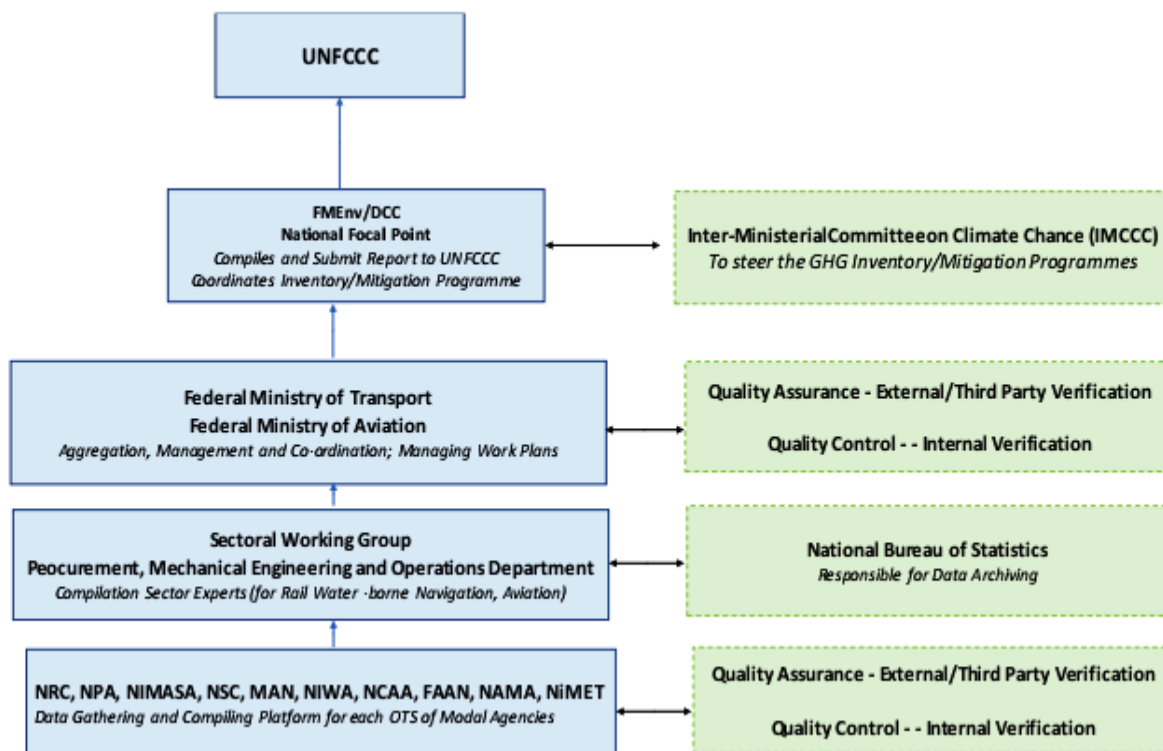
On what is needed to be done in the sector he suggested among others the need for emplacement of legal instruments (e.g. MOU, Climate Change Act) and Directives (Presidential or Ministerial) to entrench it,

emplacement of a functional coordination framework (revolving around a Single National Entity (SNE) that promotes efficiency in data gathering and information dissemination between and amongst OTS model agencies and stakeholders, raise level of awareness and understanding about the roles and responsibilities of stakeholders towards facilitation of National/ Sectoral Reporting and continuous improvements in institutional memory through staff training, retention of trained technical staff and experts, good documenting and archiving processes. There is a need to clearly specify roles and responsibilities for OTS model agencies and relevant stakeholders and provide appropriate and timely financial support to sustain fluid communication and good data flow processes to address it.

On the existing IA he curiously noted with concern that there is weak linkage with FMEnv/ DCC on CC issues as well as the weak linkages between the two ministries and amongst these agencies no clear sign of real involvement in climate issues thus;



To ensure proper dealing with the identified challenges of incompatible IA which adversely affect sectoral coordination and integration, weak or ineffective regulatory mechanisms, weak enforcement of rules and regulations which leads to poor sectoral coordination, differences arising from financial arrangements, create a lot of inconsistencies in plans of the OTS model agencies, poor or ineffective communication among others new sectoral IA has been proposed thus;



In conclusion, he presented a model for sectoral responsibility definition where a focal point in each sub-sector is identified highlighting both the Modal Focal Point (MFP) and Nodal Focal Point (NFP) in all the sub-sectors in OTS by mapping out stakeholders as well as the data providers in the rail transport, maritime/shipping and of course aviation

## 4.4 AFOLU

### 4.4.1 Land Use, Land Use Change and Forestry (LULUCF) Sector; by Mr. Stanley Igwebuike Ijeoma

Mr. Stanly began his presentation by addressing the question why MRV in AFOLU, noting that this is because the sector is contributing 25% to the national GHG emission. LULUCF according to Mr. Stanley is a sector that is nearly impossible to track progress of activities or human endeavors in it. The Nigeria LULUCF MRV process accounts, tracks, verify and reports GHG emissions sources and sink within the sector. In the course of his presentation, he showed the scenario of increasing land use leading to the steady disappearance of forest in the country from 1995 through 2006 to 2016.

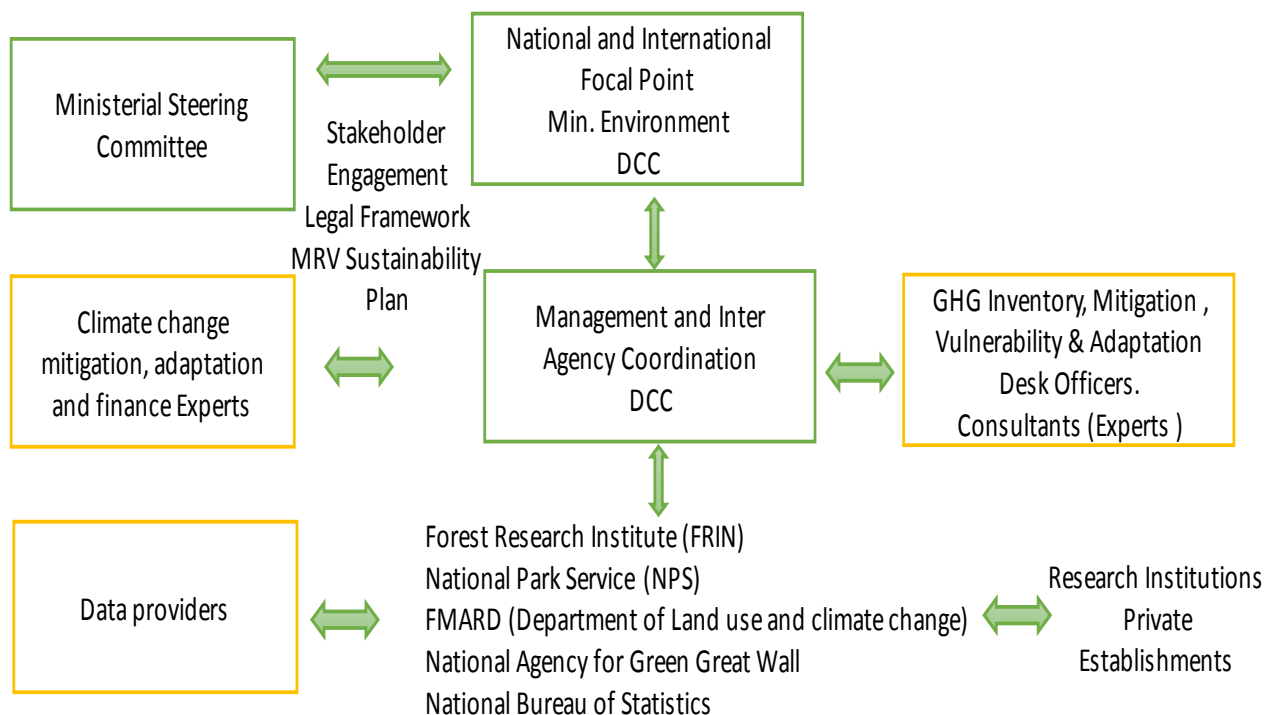
On the stakeholders mapping he noted that stakeholders both horizontal stakeholders at



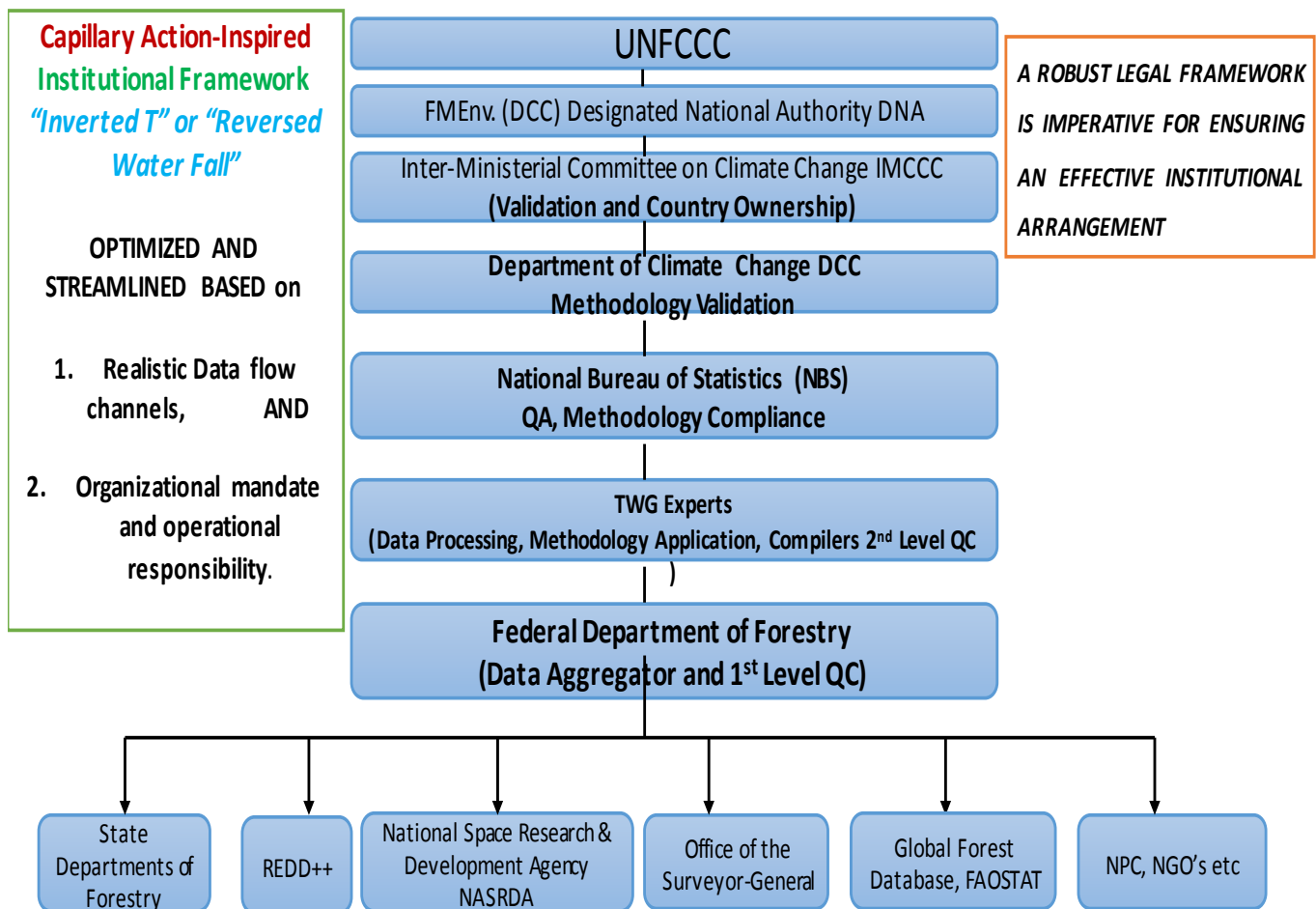
sub-national level such as the state ministries of forestry, state ministries of agriculture and vertical stakeholders at the national level such as DCC, NBS, Federal Department of Forestry and FMARD as well as diagonal stakeholders who are non-state actors such as research institutes, NGOs, Development Partners and the private sectors are responsible for the generation, collection and collation of data required as far as LULUCF sectoral MRV system is concerned.

Major gaps identified in the process of stakeholders' engagement were among others; lack of reliable high quality activity data, lack of country specific Emission Factors (EFs), weak IA, lack of a fully operational Inventory Management System (IMS) to cater for the steps of compilation and lack of dedicated target-specific capacity building of national experts and critical stakeholders relevant for the set-up of robust MRV system. To plug the mentioned gaps, Mr. Stanley recommended robust capacity building and training interventions, equipment procurement, technology transfer and support to help sector experts understand the specific types of data needed during data collection, processing, reporting, and archiving. In addition to that, there is a need for the development of sector-specific tools for tracking and recording GHGs emission data in the field and of course a robust legal framework to be built into the sectoral MRV as part of a National MRV System to help define roles and responsibilities among the relevant MDAs and reporting structure. He discussed the current institutional and reporting framework below.

## Current Institutional and Reporting Framework

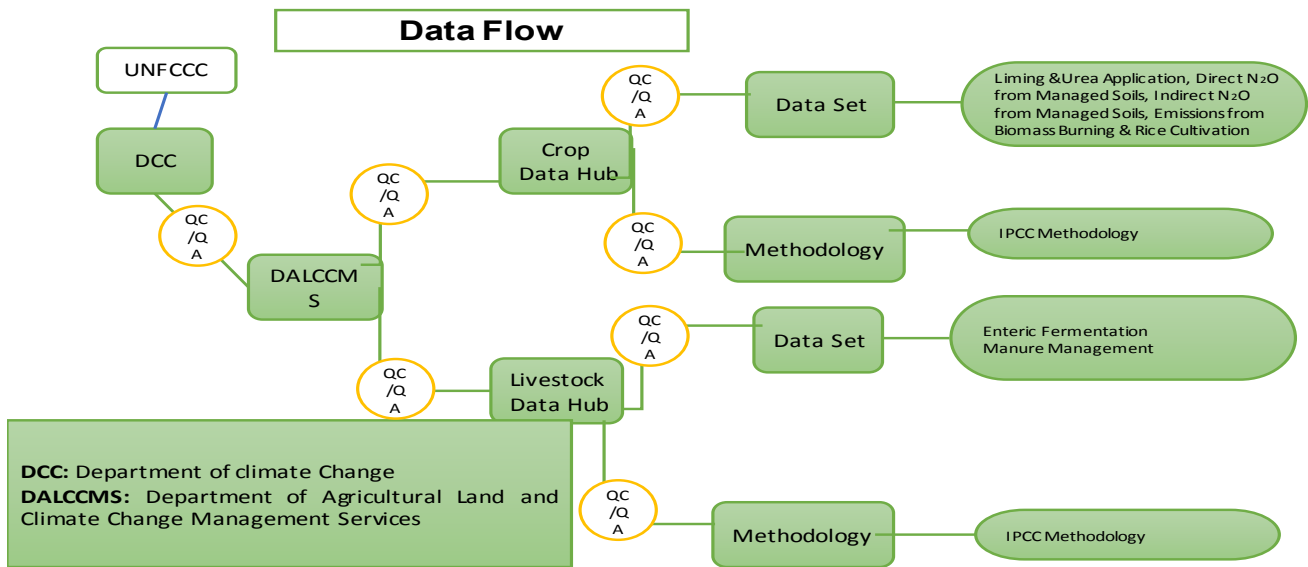


He concluded his presentation noting that to be able to deliver the NDC there is a need to have a robust IA in which data flows directly from ground zero to UNFCCC. In essence, according to the presenter the operationalization of the PA makes it a necessity for the development of sectoral framework that feeds and fits into a broader national MRV framework.

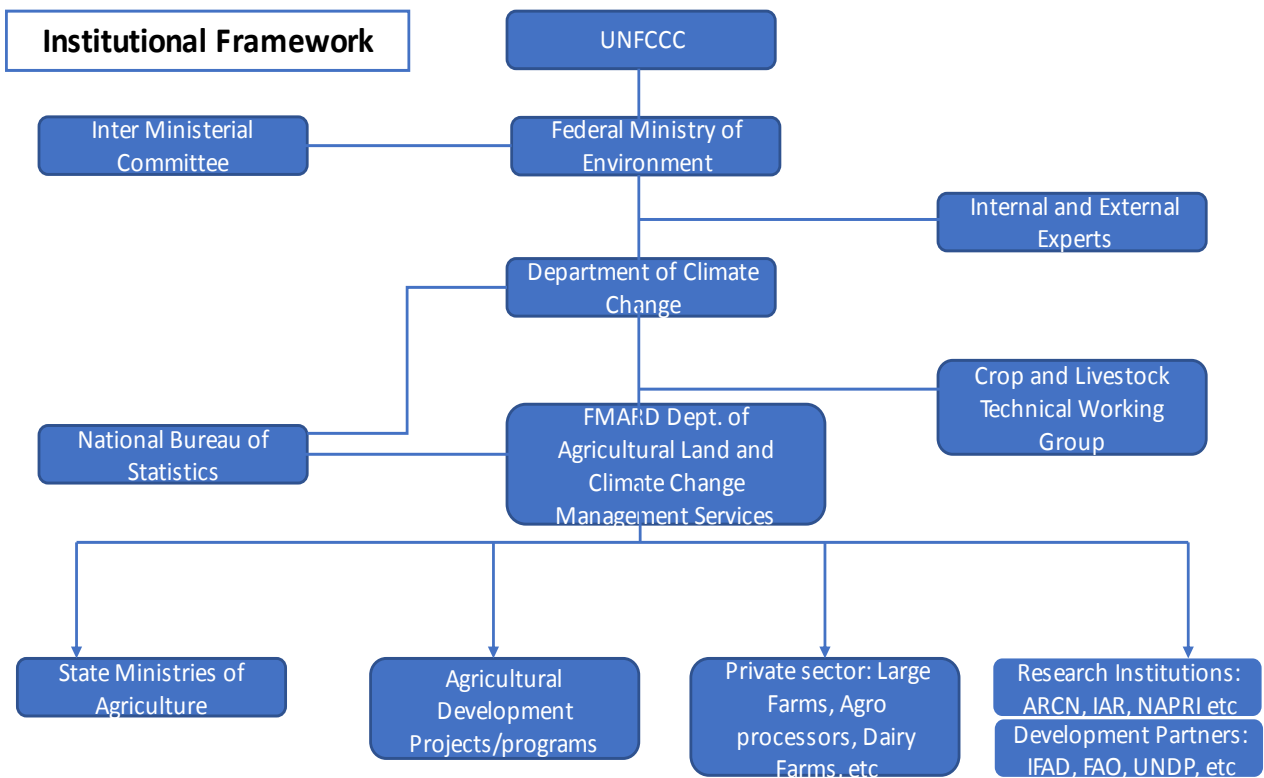


#### 4.4.2 Agriculture (Crop & Livestock) by Mr. Agbo Chinonso Batholomeo

Many gaps were identified in the sector during consultation and engagement with the sector stakeholders, noted Mr. Chinonso. These include problems of insufficient documentation and absence of robust data management and archiving systems for previous and future inventories and lack of support, capacity building and technology transfer to facilitate data collection, reporting, archiving and transfer. Other issues figured out were the limited skills and resources as well as difficulty in retaining expertise (due to transfers within the civil service system etc). The engagement with the stakeholders identified some needs among others, IA, development of legal framework, capacity building, data management system and sector specific data collection tools. He further highlighted the roles of the stakeholders specifically in the MRV implementation process. He presented the data flow chart, where he described how the data set is collated; describing the methodology of how data is being subjected to QC and QA to ensure quality of the data before presentation to UNFCCC.



In view of the above discussion, the following IA is proposed for the sector for effective NDC implementation.



He concluded the presentation by highlighting mitigation actions and indicators through the analysis of the policy gaps, NDC mitigating measures and proposing indicators for mitigation actions. For example it was noted that the National Fadama Development Project (NFDP) had no climate mitigation actions that was mainstreamed into it. So also the National Economic Empowerment and Development Strategy (NEEDS) lacked a proper institutional framework and alignment

with the government priorities. The gaps identified with the National Policy on the Environment (NPE), National Conservation Strategy (NCS) and the Agriculture Promotion Policy 2016-2020 (APP) were lack of legal framework to back up policy implementation, poor resource allocation framework and lack of strong political will necessary for policy implementation as well as knowledge gaps, technology gaps and lack of awareness to mention some. He concluded the presentation by proposing indicators for mitigation actions noting the mitigation measures, data sources and tracking measures.

## 5. Validation and Adoption Process: Contributions and Constructive Discussions on the Reports on the Overarching MRV Institutional Arrangement and the assessment of Policies and Measures to develop Indicators and Tools to track the NDCs – Coordinated by Dr. Bappa and Engr. Ogunleye

### 5.1 Overarching MRV Institutional Arrangement

The validation exercise was anchored by the lead consultant Engr. James Ogunleye and In-Country facilitator/Coordinating Consultant, Bala Bappa. The exercise started with the Overarching Institutional Arrangement Report. The process involved scrolling down the report document on the screen, chapter by chapter and page by page, beginning with Executive Summary, Introduction, then scrolling from the first chapter to the last. At each chapter participants were asked for their observations, comments and critique, if any the report validation process moves on as follows;



**Prof. Emmanuel Oladipo:** World Bank Consultant, noted that the drafters should have undertaken a rapid policy review across all the sectors for most of the policies used in the reports do not have indicators.

**Response:** The ICAT Project TOR covers only Three sectors, Oil & Gas, Transport and AFOLU and the policies related to NDC and mitigation actions were identified in the course of carrying out the assignment were assessed to develop the indicators; however the observation was noted.

**Mua'azu** suggested that taking RT into consideration, there seems to be a need to take everything down to the state level.

**Response:** The ICAT Transport Institutional has recommended an institutional arrangement to involve full participation of the Sub National government in the MRV implementation process going forward

**Toyin Ampitan:** Nigerian Customs Services (NCS) noted that at the NCS there is a unit responsible for climate change issues, hence the commitment of the service to climate change. She further suggested that there is a need for more public awareness on data collection and other issues related to data.

**Response:** Observation noted and valid and is already contained in the recommendations of the report

## Chapter One

### Observations:

Misspellings in p. 6 were pointed out; CBO and CSO were captured in the abbreviation section without the plural (s) as CBOs and CSOs is the wrong.

**Response:** observations noted and will be corrected.

## Chapter Two

**Observations:** Ibrahim M. Ilo, NUPRC suggested that there is a need to update the report documents so that acronym DPR would be replaced by NUPRC, this is because the documents were developed prior to the passage and signing of the PIA by the President.

He further suggested that the National Climate Change Council (NCCC) should also be incorporated into the documents.

**Response:** The first suggestion was noted, and the update will be carried out accordingly and on the NCCC incorporation the FMEnv would be consulted on the appropriateness or otherwise since the Act has not been gazette and operationalized

## Chapter Three

**Observations:** Prof. Emmanuel Oladipo suggested that each sector should have been given a specific template for reporting. He further observed that we are talking about national MRV, and at this level UNFCCC is quite irrelevant. In essence, we should have a (harmonized) national reporting system first.

**Response:** Observation noted, however, the thinking was that all national reporting finally ends up with UNFCCC, all the same the observation will be addressed

Engr. Ogunleye responded that since all data is going FMEnv thence UNFCC there must not be a specific template for each sector.

### Observations:

Engr. Omale, FRSC asked as to whether the legal framework is going to be done by individual MDAs or FMEnv

### Response:

There is no need for a legal framework now, with the NCCC the legal framework is already there, but the main issue remains how it is utilized. Another issue worth discussing is that with the NCCC what is now going to be the mandate of DCC.

Mr. Kazeem Sanusi noted that in the Nigerian government structure there has ever been a lot of cases of overlap of functions in agencies and he observed that until this is remedied it will take us long to get out of the woods.

### Observations:



Nyam Lydia Ajiji, FMARD observed that in p. 46 the Rural Development Department has been wrongly represented as the rural department and so also, Department of Cooperatives as cooperatives.

Mr. Sunday Idome, FAAN observed that at FAAN there are initiatives that are aimed at reducing carbon such as the Airport Carbon Accumulation Programme (ACAP) and FAAN or any of such initiatives were not mentioned, is such programme not recognized as a valid tool?

**Response:**

No, it is not like that. The Ministry of Aviation under which FAAN is an agency is mentioned and that covered FAAN and other agencies under aviation.

**Online Comments**

Dr. Oladummi Akinpalu, National Horticulture Research Institute (NHRI) suggested that for data collection and provision to be more transparent and explicit there is need to spell out the data expected from all stakeholders in each ministry.

**Chapter Four**

**Observations:**

The participants suggested that a period of two weeks should be given for participants to send in their observations.



**Response:**

One week was agreed upon by the participants as the time within which they can send in their comments and observations via email addresses provided.

**Observations:**

Nyam Lydia Ajuji, FMARD observed that the organogram for proposed IA for crops and livestock sector in p. 47 seems to show that the Crops and Livestock TWG operates outside the FMARD. Is there anything that operates outside the ministry?

**Response:** No! observation noted and will be addressed accordingly.

**Chapter Five**

**Observations**

Prof. Oladipo observed that in p. 67, FMRD was referred to as the Ministry of Agriculture in the list of the inter-ministerial committee. Also observed that in the inter-ministerial committees lists ministries and MDAs were captured and he suggested that wherever ministry is mentioned, there is no need for any agency under the ministry to be there.

**Response:** Correct and noted, it will be addressed accordingly

**Observation;** Mr. Stanley commented that there is a need to interrogate all the organograms later to consider the possibility of adapting the reverse waterfall version. We should first focus on IA and have consensus on what every sector will adapt.

**Response;** Engr. Ogunleye observed that should the general format be adopted we will encounter difficulty when it comes to O&G and probably in other sectors. In fact there is a peculiarity in every sector that needs to be addressed. He suggested that what should be done is to critically look at all the organograms and see how they can cascade.

## **Chapter Six/Seven**

### **Observations**

Toyin A. NCS, said NCS being the gatekeeper at our borders and airports will be instrumental in the MRV implementation. For example, on deforestation, there is a ban on the exportation of endangered species (both flora and fauna) and NCS has been in the front in the implementation. It is good to work together in order to make the Paris Agreement workable.

**Response;** Certainly, Nigeria Custom Services is a major source of data and key stakeholder in the MRV and NDC implementation

## **5.2 Assessment of Policies and Measures to develop Indicators and Tools to track the NDCs**



### **Observations**

Prof. Emmanuel observed that the title of the report should not have abbreviations as in P & M. He suggested that the full meaning of P&M & M should be Policies and Measures.

### **Online Comments**

Dr. Martina Mwordu, Director Special Duties and Projects Federal Ministry of Labour and Employment who said that the ministry is working with ILO and other social partners to ensure Just Transition of Workers as the country strives to Green Economy for workers are key to achieving any goal set on the MRV and any other segment of climate action process in the country.

**Comment:** Noted

### **Oil & Gas**

#### **Observations**

Ibrahim Ilo Muhammed while commenting on NGEP and other policies whose objectives were among others to increase utilization of gas by domestic users suggested that the identified gaps in the existing policies as highlighted in pp. 23 & 24 noted that each identified gap should be tied with specific policy.

**Comment:** Noted

## Road Transport & Other Transports

### Observations

Esther Essien, CBN/PIM maintained while commenting on the recommendation by the participants on the suitability of mass transit system, she observed that stakeholders should note that in Nigeria time management has always been a problem and that might discourage many people from using the mass transport system in many cases.

### Comment Noted

#### Response:

Engr. Ogunleye responded by noting that the efficiency of public transport has always been an issue. He maintained though with the example of Lagos being a single state that has so many things in this regard there is yet a lot of things to be done to get to the right level expected.

## AFOLU; Agriculture and LULUCF

### Observations

A comment by a participant on National Policy on Climate Change, 2012 (NPCC) as a strategic policy response to climate change elicited a response from Prof. Emmanuel that if stakeholders will still be talking about NPCC 2012 now with revised NPCC 2020 it means that the document (NPCC, 2020), is not adequately being sold by the DCC to the public and stakeholders.

**Response:** Noted

## 5.3 Adoption

### Motion for the Adoption of Reports;

#### Moved by:

**DC Toyin Ampitan** from the Nigeria Custom Service (NCS) moved for the adoption of the reports having being validated by the stakeholders subject to the amendment by inclusion of comments and observations made at the workshop for validation and adoption of reports on the overarching MRV institutional arrangement and the assessment of policies and measures to develop Indicators and Tools to track the NDCs which was held on 17th January 2022 at Sandralia Hotel, Jabi, Abuja, Nigeria.

#### Seconded by;

**Engr. Ossai Ikenna** from the Federal Ministry of Works & Housing.

## 6. Key Observations and Recommendations

During the deliberations by stakeholders at the validation workshop observations and recommendations were made.

### 6.1 Observations and Comments

Key observations were made thus;

- Data is very essential in policy design, including effective policies that enable NDC implementation.
- That the process of developing MRV in Nigeria was recognized as transparent and inclusive.
- Overall there is an interest on the part of the majority of stakeholders on the need to have an overarching institutional MRV system for the country.
- There is a quest on how data will be improved by stakeholders.
- Dataset that cannot be used is as best as there is no data.

## 6.2 Recommendations

It has been recommended that:

- There is a need for Data Sharing Agreement among relevant stakeholders in the MRV implementation process to ensure NDC's implementation
- Capacity building for stakeholders is very vital, hence the need for more capacity building at the various stages of the implementation
- There is a need for more public awareness and adoption of new technology framework in all the MRV development and implementation processes.
- To achieve more transparency there is a need to produce an **MRV GUIDELINE** that will spell out specific roles and responsibilities and specific data expected to come from each stakeholder
- Mass transit system is the suitable choice for Nigeria for Nigerian transport sector
- There is a need for more engagement of local research institutes, experts and consultants in data management and analysis

## ANNEXURE

### Appendix 1 Zoom Recordings Details

Below is the link to the workshop/meeting's recordings:

<b>Topic</b>	<b>Nigeria ICAT Project MRV Validation and Adoption Workshop</b>
<b>Start Time</b>	<b>Feb 17, 2022 08:23 AM</b>
<b>Link</b>	<a href="https://us02web.zoom.us/rec/share/8pTusPipHsUqiSobA0uWvuDtpJsQPdsHUuyn_oAhKDK6ahVpCSGb06LkpRIII7G2.Gagq3xHZr4w8Z3WL">https://us02web.zoom.us/rec/share/8pTusPipHsUqiSobA0uWvuDtpJsQPdsHUuyn_oAhKDK6ahVpCSGb06LkpRIII7G2.Gagq3xHZr4w8Z3WL</a>
<b>Access Pass code</b>	<b>u@n@!31!</b>

### Appendix 2 Programme of Events and Agenda

<b>Activities</b>	
<b>Workshop for the Validation and Adoption of Reports on the Overarching MRV Institutional Arrangement and the assessment of Policies and Measures to develop Indicators and Tools to track the NDCs Sandralia Hotel, Jabi, Abuja, 17th January 2022</b>	
<p><i>Purpose is to:</i></p> <ul style="list-style-type: none"> <li>- Collate final inputs from Ministry/Department/Agency (MDAs), NGOs, CSOs, Academia, Private sector etc. if any.</li> <li>- Identify what additional information if any, that is needed to be included in the Final Reports.</li> <li>- Carry out a Validation Exercise to adopt the Reports on the Overarching MRV Institutional Arrangement and the Assessment of Policies and Measures to develop Indicators/Tools to track the NDCs of the Paris Agreement</li> </ul> <p><i>Outcome:</i></p> <ul style="list-style-type: none"> <li>- Collate all inputs, comments and observations visited on the Reports.</li> <li>- Incorporate all final inputs and Adopt the overarching MRV institutional Arrangement for Nigeria and the NDC indicators for tracking the Paris Agreement</li> </ul>	
<b>Session 1: Welcome and Ceremonial Session; Event Facilitator: Dr. Amina Salihu/ Mrs. Suwaiba Yakubu Jibrin</b>	
<b>09:00 – 09:30</b>	<b>Registration of Participants</b>
<b>09:30- 09:45</b>	<b>Welcome and Self-Introduction of Participants</b> ICAT Focal Point - Ms. Asmau Jibril
<b>09:45- 10:00</b>	<b>Opening remarks / Declaration of Workshop open.</b> Honourable Minister, Ministry of Environment, /Director, Department of Climate Change - Dr. Iniobong Abiola-Awe
<b>10:00- 10:10</b>	<b>Contributions from ICAT Management</b> Dr. Henning Wuester - Director, ICAT, Bonn, Germany
<b>10:10- 10:20</b>	<b>Progress Report on the Nigeria ICAT Project.</b>  Overview of the ICAT Project; Activities carried towards producing the Overarching MRV documents to be validated and Highlights of the Validation Exercise  – Dr. Bala Bappa - ICAT In-Country Facilitator/ Coordinating Consultant,
<b>10:20- 10:40</b>	<b>Coffee break &amp; Group Picture</b>
<b>Session 2: Technical Session ; Validation and Adoption of Reports on the Overarching MRV Institutional Arrangement and the assessment of Policies and Measures to develop Indicators and Tools to track the NDCs, with Ministries, Departments and Agencies (MDAs), International Development Partners, private sector, NGOs and Academia.</b> <b>Event Coordinators: Dr. Bala Bappa and Engr. James Ogunleye</b>	

<b>10:40-10:50</b>	<p><b>Introduction of the Technical Session.</b></p> <p>Overview of the ICAT Project; Activities carried towards producing the Overarching MRV documents to be validated and Highlights of the Validation Exercise</p> <p>– Dr. Bala Bappa, ICAT In-Country Facilitator/ Coordinating Consultant,</p>
<b>10:50-11:10</b>	<p><b>Presentation on MRV Institutional Arrangement and NDC Tracking of the priority sectors.</b></p> <p>- Dr. Julien Vincent (CITEPA) and Dr. Mike Bess (GHGMI) - ICAT Team of Consultants</p>
<b>11:10-11:40</b>	<p><b>Presentation by 5 ICAT Project Consultants - coordinated by Lead Project Consultant, Engr. James Ogunleye</b></p> <p>Topic: Presentation of the Overview of the Sectoral Institutional Arrangements and the P &amp;M Assessment Reports on Oil and Gas, Transport and AFOLU Sectors.</p> <p>i. Oil and Gas – Engr. James Ogunleye  ii. Transport – Mr. Kazeem Sanusi / Mr. Ogunsegun Olusola Omotosho  iii. AFOLU – Mr. Stanley Igwebuike Ijeoma / Mr. Agbo Chinonso Batholomeo  iv. Overview and findings of the TRACE Tool – Engr. James Ogunleye</p>
<b>11:40-14:20</b>	<p><b>Validation and Adoption of Reports; Collation and incorporation of Stakeholder final inputs on the Overarching MRV Institutional Arrangement and the assessment of Policies and Measures to develop Indicators and Tools to track the NDCs and adoption of the Reports.</b></p> <p>Session Coordinators: Dr. Bala Bappa and Engr. James Ogunleye</p>
<b>14:20-14:30</b>	<p><b>Closing Remarks</b> – Ms. Asmau Jibril, ICAT Focal Point</p>
<b>14:30-15:30</b>	<p><b>Lunch</b></p>

### Appendix 3 Profile of Key Personalities and Resource Persons

#### **Dr. Henning Wuester is the Director of Initiative for Climate Action Transparency (ICAT).**

He has a rich and longstanding experience in climate change and sustainable development. Prior to joining ICAT, he worked in the International Renewable Energy Agency (IRENA) overseeing the Agency’s work on knowledge, policy, and finance. Previously, Dr. Wuester served the Green Climate Fund (GCF) as Senior Manager at the Interim Secretariat. He also worked in several positions within the United Nations system, as Special Adviser to the Executive Secretary of the UN Framework Convention on Climate Change (UNFCCC), and at the UN Economic Commission for Europe (UNECE) in several roles in the secretariat of the Convention on Transboundary Air Pollution. Dr. Wuester holds a PhD in Economics from the University of Munich, where he started his career as assistant professor.

#### **Dr. Julien Vincent, Head of Mitigation & Adaptation Department – PCI**

Master of Air pollution management, Julien Vincent joined Citepa in 2002 after working in an analytical chemistry laboratory at CSULA, California (1999/2000). Due to the study of activities related to solvent emissions, non-road mobile machinery (NRMM) emissions and the costs of abatement techniques, Julien VINCENT became Deputy Inventory Manager in 2008 and then, head of the team in charge of energy balance, the manufacturing industry and the realization of carbon footprint (Bilan Carbone®), at the beginning of 2009. Since 2011, he is the head of the Energy and Industry Department at CITEPA Paris, France. He is the Lead, ICAT International Team of Consultants

#### **Dr. Mike Bess is the Board Member/Advisor at Greenhouse Gas Management Institute**

based in Ireland. Active climate change & clean energy specialist. Currently working with a number of African countries to build capacity in climate change MRV, particularly capacity building in improved MRV Transparency, focusing on IPCC guidelines and best practices. Have undertaken over 30 capacity building and institutional support in these areas missions since January 2016. Also Team Leader on DFID-funded UK Carbon Trust Bio-Energy promotion in ten Sub-Saharan (SSA) countries focusing on identifying promising bio-energy "pathways" (e.g., supply-chains, value-chains) from source to end user to accelerate bio-energy use and development in SSA. Working on improving MRV in many countries through the Greenhouse Gas Management Institute (GHGMI). Also a Co-Lead, ICAT International Team of Consultants.

**Ms. Asmau Jibril is Nigeria's ICAT Focal Point and Overseeing Head of Mitigation Unit of The Department of Climate Change.**

She is an experienced Chief Scientific Officer with a demonstrated history of working in the renewables and environment industry. Skilled in negotiation, strategic planning, and sustainability. A strong business development professional with a Masters degree focused in Environmental Resource Management from The Federal University of Technology Minna.

**Dr Bala Abubakar Bappa**

ICAT In-Country Project Coordinator and CCAC-National SNAP Implementation Consultant Supporting the Federal Ministry of Environment.

An Agricultural Consultant with immense cross-sectoral experience in Climate Change and Environment. Dr Bappa has Since 2014, been the National Coordinator, Climate And Clean Air Coalition CCAC hosted by the United Nations Environment (UNEP) that developed The National Action Plan to Reduce Short lived Climate Pollutants and is currently the In-Country coordinator of The Nigeria ICAT Project to develop MRV Systems for Nigeria

**Engr. James Ogunleye, Carbon Limits Nigeria**

Engr. James Ogunleye is the Managing Director, Carbon Limits Nigeria has 20 years' broad experience in energy, climate change and project developments in Africa. He has special expertise in carbon markets and project development in gas flare reduction, fugitive methane reduction, rural electrification, captive, and micro grid clean energy solutions. He works extensively on project MRVs, contributed to the mitigation action plan for the O&G sector of the Nigeria NDC and involved in several capacity building workshops in Nigeria, Gabon, and Ghana in areas of Climate issues. He was the Team lead in the CDM registration and monetization of carbon credits for three (3) gas flare reduction projects among which is the biggest CDM project in Nigeria.

He is a seasoned Engineer and currently working closely with companies in the Oil & Gas, Energy and Manufacturing sectors on monitoring and verification processes of their projects and the Lead/ICAT Project Consultant (Oil and Gas).

**Ogunsegun Olusola Omotosho, Fellow, Chartered Institute of Logistics & Transport, London**

A holder of M.Sc. (Transport Studies), from Ogun State University, Ago Iwoye. He worked in Nigerian Railway Corporation for 35yrs before he retired meritoriously as a Deputy Director (Operations) in 2014. He is the Principal Partner, Transport Consults with specializations in transport planning & operations, transport; society & environment; transport economics and transport marketing. He is also a Chartered Member, Nigerian Institute of Management and an Associate Member of Institute of Marketing, London. He has both national and international experiences in transport issues. On this project, he is the ICAT Project Consultant, Other Transport Sector (i.e. Rail, Air/Aviation, and Navigation).

**Stanley Ijeoma is a climate change practitioner**

Who has actively contributed to national and international climate change initiatives in the last decade. He co-authored the African Ministerial Council on Environment [AMCEN] facilitated African

Adaptation Initiative [AAI] -an Africa-wide climate change adaptation framework designed to protect Africa from the disruptive and destructive impacts of climate change. He participated in the delivery of the Investment and Financial Flows [IFF] assessment of the priority carbon-intensive sectors of Nigeria's economy as captured in the Nationally Determined Contributions [NDCs]. He was an expert contributor to the Users Needs Assessment for the UNFCCC Clearing House for Risk Transfer and has been engaged internationally on the resolution of the global climate crisis as a Board Member of Climate Strategies -a London, UK based global climate change governance think-tank. Stanley was a member of the Technical Working Group (TWG -Iron & Steel) on the first Accountability Assessment (AA) of companies' contributions to the low-carbon transition via the development of sector-specific methodologies that measure company CO2 emissions, reduction targets, and low carbon business models as part of the ACT (Assessing Low-Carbon Transition) Initiative co-funded by the Carbon Disclosure Project (CDP) and French Environment and Energy Agency (ADEME). Stanley Ijeoma is currently leading work on the Land-Use Land-Use Change and Forestry (LULUCF) component of the Nigeria ICAT MRV Project.

**Chinonso Agbo is an Agriculture Expert**

He has experience in climate change adaptation and resilience building in agriculture value-chain development. Chinonso has been involved in the evaluation of projects, and programs in the agriculture sector as a part of the Food and Agriculture Organization (FAO)'s hosted Young Professionals for Agricultural and Rural Development (YPARD) since 2014. He was a member of the International Union for Conservation of Nature (IUCN)'s Commission on Ecosystem Management (CEM) for the Quadrennial Period 2017-2020. Chinonso is currently part of the Nigeria ICAT project team working on the MRV of the Crops and Livestock component of the assignment.