



Department of Climate Change  
Federal Ministry of Environment

# FINAL WORKSHOP REPORT



Initiative for Climate Action Transparency (ICAT) – Consultancy Project(s) Capacity Building on application of Measure, Report and Verify (MRV) Greenhouse Gas (GHG) Emissions for Mitigating the Impact of Climate Change in Nigeria

February 2022

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**Project Title: Initiative for Climate Action Transparency Project: Report of the Final Workshop**

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## Abbreviation

DCC	Department of Climate Change
ETF	Enhanced Transparency Framework
GHG	Greenhouse Gas
ICAT	Initiative for Climate Action Transparency
LULUCF	Land Use, Land Use Change and Forestry
MRV	Measurement, Reporting and Verification
NDC	Nationally Determined Contribution
NGO	Non- Governmental Organization
O&G	Oil and Gas
OTS	Other Transport Sector
P&M	Policies and Measures
QA	Quality Assurance
QC	Quality Control
UNFCCC	United Nations Framework Convention on Climate Change
ToR	Terms of Reference

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## 1.0 Introduction

### 1.1 Background

Nigeria has been actively involved in international climate treaties, from the United Nations Framework Convention on Climate Change (UNFCCC) Kyoto Protocol of 2004 to the Paris Agreement in September 2016. The goal of the country's commitment to these treaties is to contribute its quota towards reducing Greenhouse Gas (GHG) emissions and mitigate the impact of climate change. In addressing this issue, adequate measurements of GHG emissions, transparent reporting, and verification of the authenticity of the report are required. Thus, there is an urgent need for adequate monitoring of GHG emissions and progress made towards reducing these emissions across the different economic sectors. These actions are critical for evaluating Nigeria's performance in meeting its Nationally Determined Contribution (NDC) targets, thus enabling the country to contribute to the global objective of limiting average temperature rise to between 1.5 and 2°C.

Like most other countries, achieving the NDC will require a robust national Measurement, Reporting and Verification (MRV) system to be put in place. To this effect, a holistic framework for MRV of GHG emissions and mitigation action in selected NDC sector (Oil and Gas (O&G), Transport and **Agriculture, Forestry and Other Land Use** (AFOLU)) was developed by the Federal Ministry of Environment of Nigeria with support from the Initiative for Climate Action Transparency (ICAT).

The Initiative for Climate Action Transparency (ICAT) help countries to better assess the impact resulting from their climate policies and actions and fulfil their NDC objective. This work is country-driven, as efforts are built upon existing institutional setup and knowledge in countries where similar MRV related projects have been carried out. The ICAT's initiative focused on the use of national expertise as much as possible, while encouraging peer-to-peer learning.

This document presents the final workshop report of the ICAT project in developing an MRV framework in Nigeria.

### 1.2 Objective

The objective of this report is to present an overview of the project activity to date and the outcome of the final workshop.

### 1.3 Overview of the ICAT Project

In Nigeria, the ICAT project involved active engagement between a team of National Consultants and International Consultants from CITEPA in France, Green House Gas Management Institute (GHGMI) in the USA as well as the sectoral stakeholders (Ministries, Departments and Agencies (MDAs), both at Federal and State levels, public and private organizations, enterprises, and Non- Governmental Organization (NGOs). The project

focused on three priority sectors, in which through an inception meeting, the general scope of the project was presented.

The national consultants were engaged in the assigned task (stated below) which were marked out in line with the Terms of Reference (ToR), and regularly, the national consultants were in contact with the International consultants (through virtual workshops for capacity building) to divulge progress made on the assignments, and also gain traction on the way forward while continuously engaging with the relevant stakeholders.

Highlighted below is an overview of the ICAT task carried out by the national consultants with the supervision and support from the international consultant.

### **Sectoral MRV System Review**

The sectoral MRV review was carried out through the identification and mapping of the key stakeholders and the analysis of the available MRV documents and datasets. The assignment reviewed the existing needs and gaps within three priority sectors, Oil and Gas (O&G), Road Transport & Other Transport, Agriculture, Forestry and Other Land Use (AFOLU) using various methods to deploy and effectively engage the relevant stakeholders; these methods include face to face meeting, online workshops, focus group discussion, open-ended questionnaires, and review of relevant documents.

Syndicate meetings were organized with the relevant stakeholders from the federal and state levels, public and private organizations, enterprises, and NGOs. These include meeting with the data providers and all stakeholders involved in the GHG inventory compilation and mitigation actions. During each meeting, the sources, reliability, periodicity, and completeness of the data and datasets were assessed. The MRV system review was carried out in each of the priority sectors, they were examined in terms of GHG inventory and mitigation action focusing on the formal assessment of the existing MRV practices within the sectors. The report of the review provided information relevant for instituting changes to improve, enhance capacities, and to implement the adoption of a robust MRV system in Nigeria.

The specific objectives of the Sectoral MRV review report align with the overall objective of this project which primarily are to:

- Carry out a review of the sectors in terms of GHG inventory and mitigation actions.
- Provide inputs to an internal Nigerian Reporting Scheme towards developing the national institutional setup.
- Develop an overarching Institutional Arrangement (IA) with recommendation for national reporting system and design; and
- Assess Policies and Measures (P&M) to develop NDC indicators/tools. ICAT methodologies available for Transport, Agriculture and Forestry will be applied if corresponding to national P&M.

### **Sectoral Institutional MRV System Development**

The main objective of this report is to develop a Measurement, Reporting and Verification (MRV) framework in each of the priority sectors. The assignment focused on how to transparently implement an MRV framework for GHG Inventory and Mitigation within the sectors, in line with the requirements of the Paris Agreement. It proposes a well-designed MRV in each sector, to increase the transparency of reporting mitigation efforts,

enhance and improve the provision of data and information necessary to meet the reporting requirements under the UNFCCC system.

In developing the MRV system in each sector, the following key components were addressed and included in each sector report.

- The key entities in charge of the general coordination of sectoral MRV (GHG inventory/mitigation).
- The relevant data providers, dataflow and procedures involved.
- Identification of other MRV entities or experts from the institutions (private sector, NGOs, universities, etc.).
- Assessment and recommendation of appropriate Quality Assurance/Quality Control (QA/QC) procedures.

### **Development of an Overarching Institutional Arrangements and Recommendations for a National Reporting System and its Design**

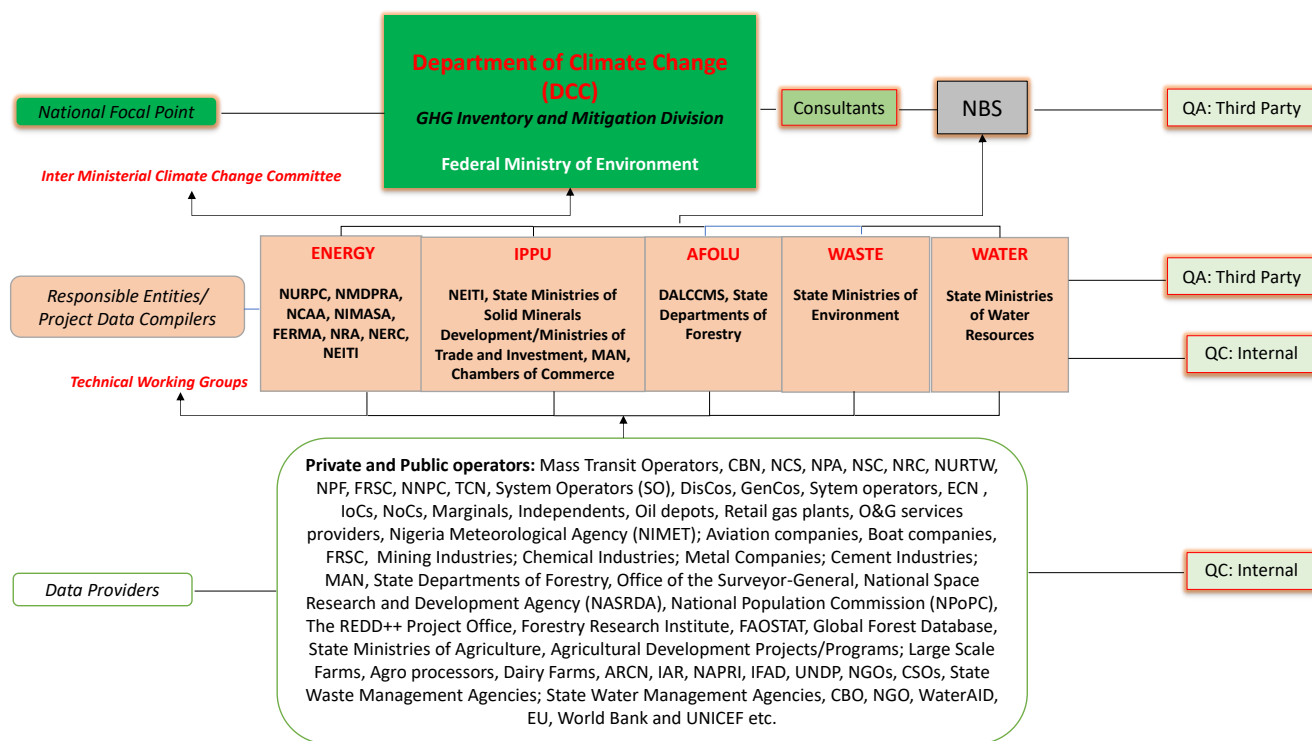
This report presents the overarching institutional arrangements and recommendations for the national reporting system. With concerted effort and all tasks duly completed by the ICAT national sectoral consultants, this report focuses principally on establishing institutional arrangements for the MRV system in the NDC priority sectors and presents recommendations needed for an enhanced, actualized and consistent MRV system in Nigeria.

The overarching institutional arrangement was harmonized and cuts across all the NDC priority sectors, inclusive of the additional two sectors namely water and waste. The development of a robust MRV will,

- Ensure reliable, comprehensive data flow of GHG emission trends and projections.
- Allow for effective compilation and reporting of climate actions.
- Provide an opportunity for extensive improvement of key components of the institutional arrangement.
- Assure sustainability of the established MRV system.
- Help inform key decision-makers on the progress of climate action, level of climate ambition and capacity needs.

Figure 1 below shows the Overarching Institutional Arrangement, which was developed to enable effective monitoring and coordination of the country's climate ambition and allow for active stakeholders engagement in the various sector.

**Figure 1: Proposed Overarching Institutional Arrangement for the NDC Priority Sectors**



### Policy assessment to Develop NDC Indicators/Tools:

The assessment of policies involved the review of existing Climate Change Policies and Measures; towards the development of the NDC indicators/tools across all the relevant NDC sectors. In developing these indicators, a qualitative and quantitative assessment of the existing P&M was conducted. This helped to identify the mitigation goals, gaps in the policies, and further in the development of NDC indicators from the mitigation goals. This will allow for assessing the impact of measures and proper quantification of the emission reduction impacts.

The assessment (both qualitative and quantitative) of these policies played a vital role in developing the relevant indicators and tools needed in tracking the country's progress towards its NDC implementation. Based on the developed indicators across the principal NDC sectors, it was evident that some sectors(O&G) are far ahead of other sectors in terms of policy development and implementation of their NDC ambition. This also implied that the indicators developed vary by sector and that NDC progress may differ at the sector level.

### 1.4 Summary of the Result

The technical support provided by ICAT in the development of a robust MRV has contributed towards yielding a positive result that would in the long term strengthen the MRV system in Nigeria. The achieved result is summarized thus.

- The project has helped in identifying the relevant stakeholders involved in GHG inventory and reporting in each sector,
- The project has strengthened Nigeria's commitment to building adequate capacity to develop a holistic sectoral MRV system,
- The project provided an avenue to measure the performance of targeted climate policies and actions defined for three sectors (O&G, Transport and AFOLU) and to integrate sector MRV systems into an overarching MRV system in line with the requirements of the Enhanced Transparency Framework (ETF) of the Paris Agreement,
- The project has created a useful linkage between sectoral policies and the NDC, thus bringing to the limelight the relevance of these policies in the implementation of the NDC targets by developing indicators,
- The project created a platform for stakeholders' interaction and cross-fertilization of ideas on climate action transparency.

## 2.0 Overview of the Workplan

### 2.1 Deliverables and Approaches

During the project life, the International and national consultants worked closely with the **Department of Climate Change** (DCC) in executing these important tasks. The following approaches were used to ensure the successful execution of the project deliverables.

**Table 1: Deliverables and Approaches adopted for the ICAT project**

Deliverables	Approach
<ul style="list-style-type: none"> <li>Inception workshop</li> </ul>	<ul style="list-style-type: none"> <li>Update of the project work plan.</li> <li>Stakeholders Engagement, with emphasis on stakeholders' contribution and recommendation</li> </ul>
<ul style="list-style-type: none"> <li>Sectoral MRV system review</li> </ul>	<ul style="list-style-type: none"> <li>Review of MRV related documents to understand needs and gaps in the various sector</li> <li>Stakeholders engagement</li> <li>Stakeholders' mapping and identification</li> <li>Workshop</li> </ul>
<ul style="list-style-type: none"> <li>Sectoral institutional MRV system development               <ul style="list-style-type: none"> <li>Report on MRV for O&amp;G</li> <li>Report on MRV for Road Transport</li> <li>Report on MRV for Other transportation</li> <li>Report on MRV for Agriculture</li> <li>Report on MRV for Land Use, Land Use Change and Forestry (LULUCF)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Stakeholders engagement to ascertain who are the data providers, the required data flow procedures required and entity responsible for coordinating in the various sector,</li> <li>Other entities or experts including non-State Institutions (private sector, NGOs, Universities, etc.),</li> </ul>
<ul style="list-style-type: none"> <li>Report presenting the overarching institutional arrangements and recommendation for national reporting system and design</li> </ul>	<ul style="list-style-type: none"> <li>Leveraged on the existing sectoral Institutional Arrangement,</li> <li>Engagement with other priority sector consultants to ensure framework covers for all the relevant sectors,</li> <li>Validation workshop to take cognisance of stakeholders comments and recommendations before finalizing the overarching institutional arrangement.</li> </ul>
<ul style="list-style-type: none"> <li>Report assessing P&amp;M (Policies and Measures) to develop NDC indicators/tools for O&amp;G</li> <li>Report assessing P&amp;M (Policies and Measures) to develop NDC indicators/tools for Road transport</li> <li>Report assessing P&amp;M (Policies and Measures) to develop NDC indicators/tools for other transport</li> <li>Report assessing P&amp;M (Policies and Measures) to develop NDC indicators/tools</li> </ul>	<ul style="list-style-type: none"> <li>Identification and assessment of existing policies and measures in the priority sectors</li> <li>Development of indicators from the relevant policies and mitigation measures</li> </ul>

<ul style="list-style-type: none"> <li>for Agriculture</li> <li>Report assessing P&amp;M (Policies and Measures) to develop NDC indicators/tools for LULUCF</li> </ul>	
<ul style="list-style-type: none"> <li>Report of the Final Workshop</li> <li>Report highlighting key achievements and lessons learned</li> <li>Communicate ICAT project for feedbacks</li> </ul>	<ul style="list-style-type: none"> <li>Collation and drafting of knowledge and lessons learnt on the ICAT project from the various national consultants,</li> <li>Sent invitation to all stakeholders ahead of the final workshop to ensure their availability</li> <li>Organized and coordinated the final workshop.</li> </ul>

## 2.2 Achieved timeline

The project activity commenced in October 2020 with the recruitment of the national consultants. The inception workshop which was supposed to kick start the project was delayed till April 2021 due to the COVID pandemic. However, work and consultation with the relevant stakeholder continued before the inception workshop. Activities carried out before the inception workshop included interviews with some stakeholders and the review of existing national documents and tools. Afterwards, the project kicked off with a series of activities and tasks. Table 2 below provides details on the various deliverables and their actual submission date.

**Table 2: Date of Submission for ICAT Project Deliverables**

Deliverables	Date of Submission
Report from the Inception Workshop	April 2021
Sectoral MRV System Review Report	May 2021
Sectoral Institutional MRV System Report	September 2021
Report presenting the Overarching Institutional Arrangements	October 2021
Report Assessing P&M to develop NDC indicators/tools for each sector.	December 2021
Report highlighting Key achievements and Lessons Learnt	December 2021
Final Workshop report	February 2022

## 3.0 Challenges and Achievement

### 3.1 Challenges

Some of the challenges encountered during the project include.

- Project inaugurations delay due to impact of COVID-19. This led to a delay in conducting the physical inception workshop. However, work continued as virtual meetings were conducted for other deliverables until cases were under control and physical meeting were allowed.
- Lack of extensive stakeholder consultation systems for gathering information and data. While there are several stakeholders within the sector, the distributed nature of these economic activities, limited institutional and human capacity, as well as private sector engagement, are a few of the principal challenges in improving the overall MRV system.
- Clearly defined roles and responsibilities of the stakeholders are currently non-existent and those who are aware of them do not have access to the appropriate tools and technologies for data and information collection.
- Relevant ministries and departments have other priorities and limited human and financial capacities to redirect their focus on climate change data and information gathering systems
- There are no dedicated staff or positions in all relevant government departments planned and tasked with this responsibility of MRV coordination, however, activities, such as the National Communications (NCs) and Biennial Update Report (BUR), are currently conducted on an ad-hoc basis with funding from external agencies.
- The existing Government systems for data and information sharing are not adequate, as they happen through hierarchical procedures and are not often at the speed that enables smooth and quick preparation of GHG inventory considering the annual cycle of the inventory process.
- Data and information collection templates must be improved and understood not just by the key coordinating agency or first-line ministries, but as well by the sub-national institutions and primary data providers.
- Issues of data retention, security and retrieval are not adequately addressed, as the country lacks a dedicated GHG management system.
- Lack of country-specific emission factors as default emission factors has been applied for inventory reporting in most sectors which is accompanied by a high level of uncertainty.

### 3.2 Achievement

Across the NDC priority sector, the remarkable achievement was recorded from activities of the ICAT project, this spans from active engagement with the relevant stakeholders to the primary purpose of developing an MRV framework. Highlighted below are the achievements accrued from the project.

- **Identification and Engagement of Relevant Sector Stakeholders:**  
Identification and engagement of relevant stakeholders from the various sectors was a key achievement in the MRV process. Their various responsibilities were defined to maintain a functional MRV system. Particularly, the stakeholders were brought together through workshops and interviews

which resulted in the gathering of valuable information and understanding about data collection, reconciliation, and verification processes.

- **Need and Gap Analysis:** The needs and gaps within the priority sectors were revealed during the project, this was made possible through adequate stakeholders' engagement and the review of policies and measures. The need and Gap analysis indicated the pitfalls such as inadequate Institutional arrangement, technical lapses, and the urgent need for capacity building.
- **A Proposed Sectoral Institutional Arrangements:** The project resulted in the development of a proposed institutional arrangement for the NDC priority sectors to articulate the overarching climate goals and targets and the transparency outputs needed to track them. It was structured to capture and prioritize relevant data, expertise and organizations involved in the process of putting together the proposed sectoral institutional arrangement for the sector. Particularly, it should be noted that the institutional arrangements, leveraged on the existing structure in each of the sectors.
- **Capacity Building:** Capacity building was an important part of the project. The project presented a learning curve for all stakeholders involved, as such there was a continuous capacity building process. The capacity building process took the form of continuous stakeholders' engagements (formally and informally), Technical Virtual Meetings, Consultative workshops, and delivery of PowerPoint Presentations. It has been recommended that this process be carried out periodically to continue improving the skills and knowledge of the sector stakeholders after the life of this project where possible. It is important to mention that the stakeholders made valuable inputs in the development and validation of the various project deliverables.
- **Review of Policies and Measures to develop NDC indicators to track progress:** this is considered a key success as the reviewed policies and the developed indicators will serve as a benchmark to help track progress on the NDC targets.

## 4.0 Final Workshop

### 4.1 Preamble

The workshop was held on the 17<sup>th</sup> of February 2021 at Sandralia Hotel, Jabi, Abuja and commenced around 10am. The purpose and the expected outcome of the workshop was:

- Purpose:
  - Collate final inputs from stakeholders from the various Ministries, Departments and Agencies (MDAs), NGOs, CSOs, Academia, Private sector etc. if any.
  - Identify additional information (if any), that is needed to be included in the Final Reports.
  - 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 Nigeria's NDC.
- Outcome:
  - Collate all inputs, comments, and observations on the Reports.
  - Incorporate all final inputs and adopt the overarching MRV institutional Arrangement and the recommendations presented in the P&M report for Nigeria.

The workshop was both virtually and physically, and it was moderated by Hajiya Suwaiba. She welcomed all participants and gave recognition to the development partners and all representatives from the Federal Ministry. Furthermore, she gave an overview of the ICAT Nigeria project, the role and commitment of the Federal Ministry of Environment in protecting the environment from the multifaced impacts of climate change and also emphasized the objective of the validation workshop which includes the validation of the institutional arrangement and the assessment of policies and measures to develop NDC indicators/tools. Mrs. Asmau Jibril was invited to coordinate the introduction of both the physical and online participants.

### 4.2 Introductory Remark

**Federal Ministry of Environment:** The preceding introductory remark was delivered by the Director of climate change Mrs. Abiola Awe represented by Victoria Gyang Pwol (Mrs.); Director of GHG. The Director welcomed everyone and implored the support of all participants towards the success of the workshop.

**World bank:** The country director of the World bank was represented by Dr. Joy Ayeni. She commended the initiative and mentioned some of the projects which the bank is involved in such as the Country Partnership Frameworks (CPF) and co-benefits. She also highlighted the benefits that would be derived from the MRV framework that is been put in place.

**EU Delegation:** The EU delegation was duely represented by Dr. Sabri Mekaoui and their involvement in an ongoing MRV project "Resilience Climate Change Responsible program, which supports the MRV in the waste and energy sector was mentioned and it was emphasized that this project, would complement the MRV system in Nigeria.

**Director ICAT:** The Director welcomed all the distinguished participants and appreciated the coordinators of the program. He recognized that Nigeria being Africa's largest economy with a rapidly increasing population, is

faced with the challenge of decreasing its carbon footprint and at the same time safeguarding its economic growth and development. He said the implementation of Nigeria's climate policy must be managed properly, and transparency must be ensured, as it is crucial in achieving our climate goals, which further strengthens the achievement of the NDC.

Important highlights from his presentation included;

- The implementation of goals must be merged to safeguard sustainable development goals and if planned well will benefit national development priority
- National Transparency framework (data) is crucial in achieving national development and such data are useful for:
  - Policy design and effective policy making
  - Mobilizing resources and engaging stakeholders
  - Tracking progress and evaluating implementation
- ICAT is aimed at providing support for the development of a robust MRV system in line with the ETF of the PA focused on the O&G, AFOLU and Transport with the goal of further strengthening the Nigeria's NDC and further sharpening of future updates.

He further highlighted the crucial next steps on the ICAT project to include:

- Ensuring the implementation of the elaborate MRV framework
- Willingness of ICAT to support Nigeria in developing MRV framework in other economic sectors
- ICAT's negotiations with the Ministry of Labor and Employment on MRV work on the "Just Transition" which is a key aspect of the NDC

### 4.3 Highlights from Presentations

**Dr. Bala**, National ICAT coordinator gave a brief overview of the ICAT program, from inception till date. From his presentation, he recapped on the following;

- Background of the project
- The project ToR
- Project deliverables
- Major implementation activities carried out and reports submitted
- Highlights of the Sectoral and Overarching institutional arrangement reports
- The process for the validation exercise.

**International Consultant (Julien Vincent from CITEPA)**: He reminded everyone of the importance of the national and sectoral MRV system which is in line with the requirement of the Paris Agreement. He mentioned that the MRV is an opportunity to measure all the data required and put them in a good format and verify them at the international level. Some highlights from his presentation included:

- Overview of the modalities, procedure, and guidelines (MPG), which supersedes the Biennial report and presents a general outline for all countries,

- Benefit of the MPG required to build trust amongst all parties in tracking the support needed and support received,
- Information requirement under the ETF (ETF required an Institutional arrangement for an MRV)
- NDC cycle (information therein will inform the global stock take)
- New reporting format for the GHG inventory.
- Progress tracking
- A common tabular format required for P&M

**Presentation of the Sectoral Institutional Arrangement and the NDC indicator developed from analyzing the policies and Measures (coordinated by James Ogunleye):** James recapped on the importance of the MRV and project status. The key highlights from his presentation included:

- Identification of the need and gaps in the O&G sector (unavailability of relevant data, limited technology, no standardized GHG emission reporting system, nonfunctional institutional arrangement,
- Proposed sectoral institutional arrangement for the oil and gas sector,
- Overarching institutional arrangement. (This is a harmonized version that shows the crosscutting and interactions between and among the stakeholders in all the NDC sectors)
- Existing Policies and measures in the oil and gas sector. He also presented the indicators that can be used to track the mitigation actions presented in the NDC for the sector.
- Policy gaps and indicators which were identified.

He recommended further training and capacity building, mainstreaming climate financing into budget' bringing the research into the academics, proper GHG management system. He further presented the Trace TOOL, which is supported by ICAT. The tool presented an analysis carried out by the New Climate Institute using the mitigation targets presented in the newly updated Nigeria NDC to show the sustainable development indicators associated with mitigation measures. It also highlighted the estimates of non-climate sustainable development impacts associated with road transport mitigation measures as contained in the Nigeria NDCs as well as the identification of decarbonization co-benefits.

About the tool, James mentioned the following:

- The TRACE is an excel model to support the quantitative evaluation of selected non- climate impacts from decarbonizing the urban transport sector.
- TRACE allows for the analysis of the potential sustainable development impacts of mitigation measures.

**Mr. Kazeem Sanusi (Consultant for Road Transport also representing the Consultant from Other Transport Sector (OTS)):** He emphasized the transport sector as a crucial sector contributing about 25% GHG to the environment. The sector was once merged with the O&G, but now it is an entity. Key highlights from his presentation are as follows:

- Existing Institutional arrangements, which showed the absence of basic structures for the transport sector

- Proposed institutional arrangements
- Recommendations for national reporting
- Gaps in existing policies and measures
- NDC mitigation goals and objectives

He also presented the same for the other transport sector highlighting the peculiarities of the OTS.

**Mr. Stanley Ijeoma (Consultant for the LULUCF):** He explained the importance of LULUCF as the second highest emitter and the projection that the sector tends to emit more by year 2030. Key highlights from his presentation included:

- Visuals of the land use cover map revealing the impact of high emissions,
- Extensive stakeholder mapping for delivery of sectoral LULUCF MRV,
- Identification of gaps such as poor-quality activity data, weak institutional arrangement, lack of country specific emission factors in the sector,
- Stakeholders' recommendation to close the gaps,
- Identification of the main organizational mandates and roles,
- Current institutional and reporting framework,
- The reverse waterfall as a proposed institutional arrangement and the proposed roadmap for the LULUCF.

**Mr. Chinonso Agbo: (Consultant for the Crop and Livestock Sector):** He mentioned that gap analysis was conducted in the sector to give a clearer understanding of gaps and needs within the sector. Key highlights from his presentation were:

- Intensive stakeholders' engagement revealed the needs within the sector,
- Roles of the stakeholders clearly identified,
- Dataflow which proposes a crop data hub and a livestock data hub,
- The existing institutional arrangement and the proposed institutional framework,
- Gaps identified revealed a weak institutional capacity.

#### 4.4 Comments and Questions from the Validation Exercise

The overarching Institutional arrangement and the assessing P&M to develop NDC indicators were validated one after the other. In respect to the validation process, **Madam Hajiya Suwaiba**, inquired to know;

- Who anchors (cost implication) of capacity building; if it is the ministry of environment or the individual stakeholders? who convenes the steering committee and the technical working group?
- Also, in terms of the data gaps, in the institutional arrangement, does the stakeholder know their roles in providing these data?
- **James** responded that the convener of the steering committee is the DCC and the technical working group exist in each sector as a replica of the what is obtainable at the national level. As such the technical working group is set by the supervising ministry in that sector.
- Capacity building is the responsibility of the individual sector in building their own capacity

**Prof. Emmanuel Oladipo** expressed his worry about the reviewed policies considering the rapid change in policies; he mentioned that there are new policies that addresses the pressing issues at hand. Also, he mentioned that most of these policies are statement of intent. His other observations in the chapter 2 included:

- Observation on the editorials, which needs to be reviewed and corrected.
- Observation was made in the section of the oil and Gas sector where PIA and the newly established council enacted by the climate change act needs to be incorporated into the report and this was well taken and noted.

In the validation of the chapter 3 which talks about the Sectoral and Institutional Arrangement

- **Prof Oladipo** noted that each sector would have been given a template to maintain; he suggested there should be similarity within all the sectors. He also noted that the mentioning of UNFCCC in the national MRV framework is not valid as this would be relevant after the MRV has been developed. The implication of this point is that UNFCCC should not be part of the national MRV framework.
- **Dr. Martina** from Federal Ministry of Labour, commented that he is of the knowledge that the FMoE is working with the ILO to ensure a Just transition for workers

In the validation of the chapter 4 which talks about the coordination and responsibilities

- **Eng. Mayowa** enquired to know if the legal framework would be designed by the ministry overseeing all the sector or the FMoE, to clarify this, **Prof Oladipo** emphasized that the Act is a vital issue and with the act in place, the apex organ, would be the national council of Climate Change, which would then address the legal framework.
- Observations by participants from the Ministry of Agriculture, includes editorials and this was considered.
- Clarification by the staff of the Federal Airport Authority indicated that the FAAN has keyed into an emission reduction system since 2015 (Airport Carbon Accreditation Program) and this is an initiative of the Airport Council international, in line with the UNFCCC guideline.
- Observation from the federal road safety, reveals that vehicle have 2 plate number
- Comments were made to promote awareness and the use of improved technology
- Typographical errors were also noticed in the organogram in page 47 for the AFOLU sector and should be fixed.
- Furthermore, participants were advised to send in their questions and comments
- It was emphasized that new laws should be captured in the review of the report.

## Validation of Chapter 5: Overarching Institutional Arrangement

- **Mr. Stanley** suggested the adoption of “reverse waterfall” as the default structure for the institutional arrangement, however this was negated by **James**, who explained that this prototype would not work for all sectors, particularly the O&G. Also, **Prof Oladipo** related that the organogram should not be too complicated, and the data flow is paramount.
- Participants from NESREA recommended that the word “agencies” should be included in the inter-ministerial committee.
- Participants from Nigeria Custom Service identified her agency as a key stakeholder and its commitment to the MRV.

## Validation of the P&M to Develop NDC Indicators

Observation during the validation includes:

- P&M should be written in full, rather than being abbreviated that is “Policies and Measures”
- Clarification on the reason(s) why some policy documents were not included since they are not touching on mitigation action
- Links and date were requested to be added for reference purposes.
- It was recommended that implication of time management and good infrastructure should be captured in the policies reviewed.

## 4.5 Way Forward

- The country needs to set aside a technical working group at each sectoral level, that would comprise of the academia/researchers, private sector consultants/experts and the public sector/policy makers to pilot the implementation of the MRV system in Nigeria.
- A uniform guideline or template of how the institutional arrangement would be implemented should be provided across the NDC sectors.
- DCC needs to annually bring together the sectoral technical working group to ensure a follow up on progress made on implementation of the MRV system.

Annex 1: Charts

Figure 2: Proposed Institutional Arrangement for the Oil and Gas Sector

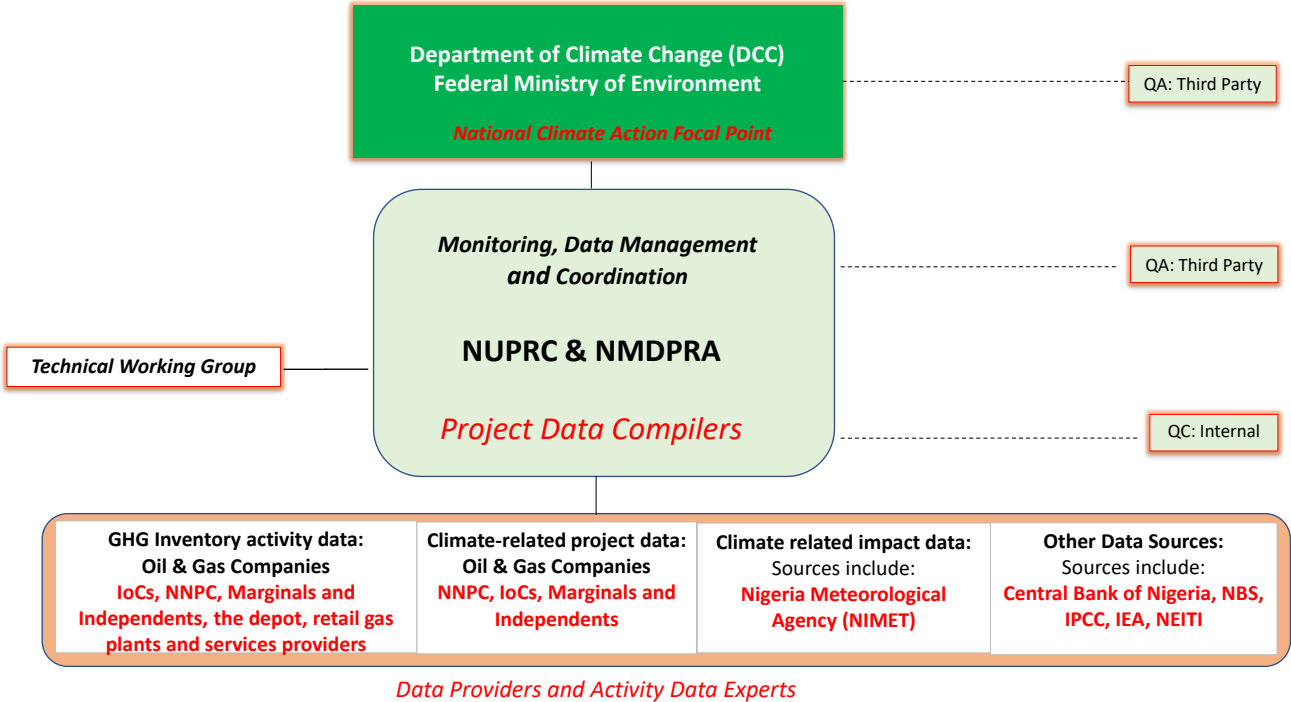


Figure 3: Proposed Institutional Arrangement for the Road Transport Sector

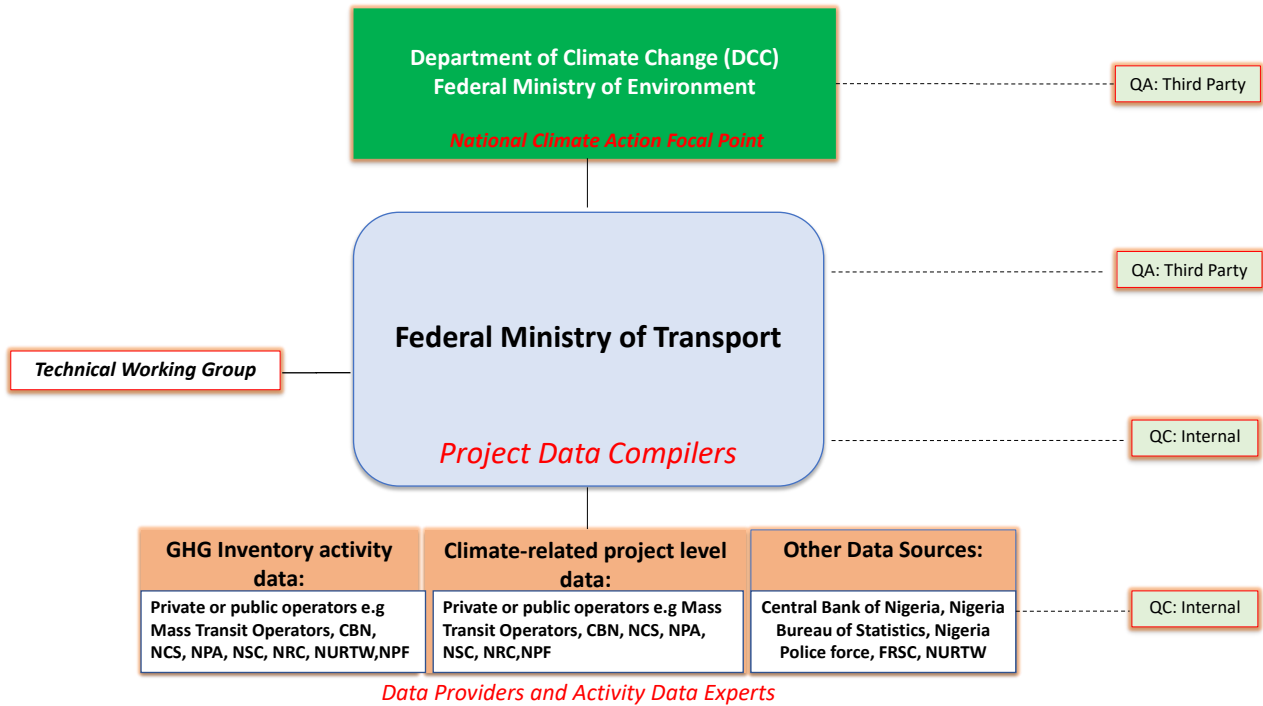


Figure 4: Proposed Institutional Arrangement for Other Transport Sector

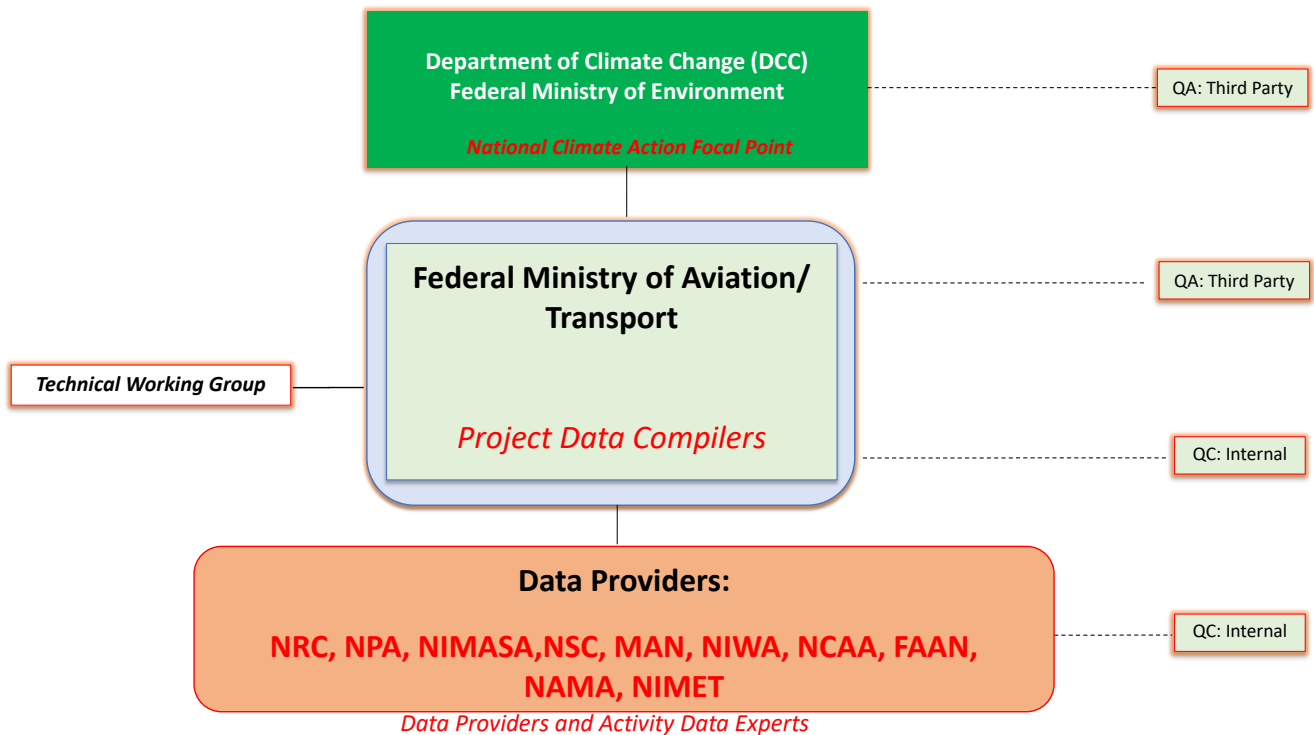


Figure 5: Proposed Institutional Arrangement for Agriculture (Crops & Livestock Production)

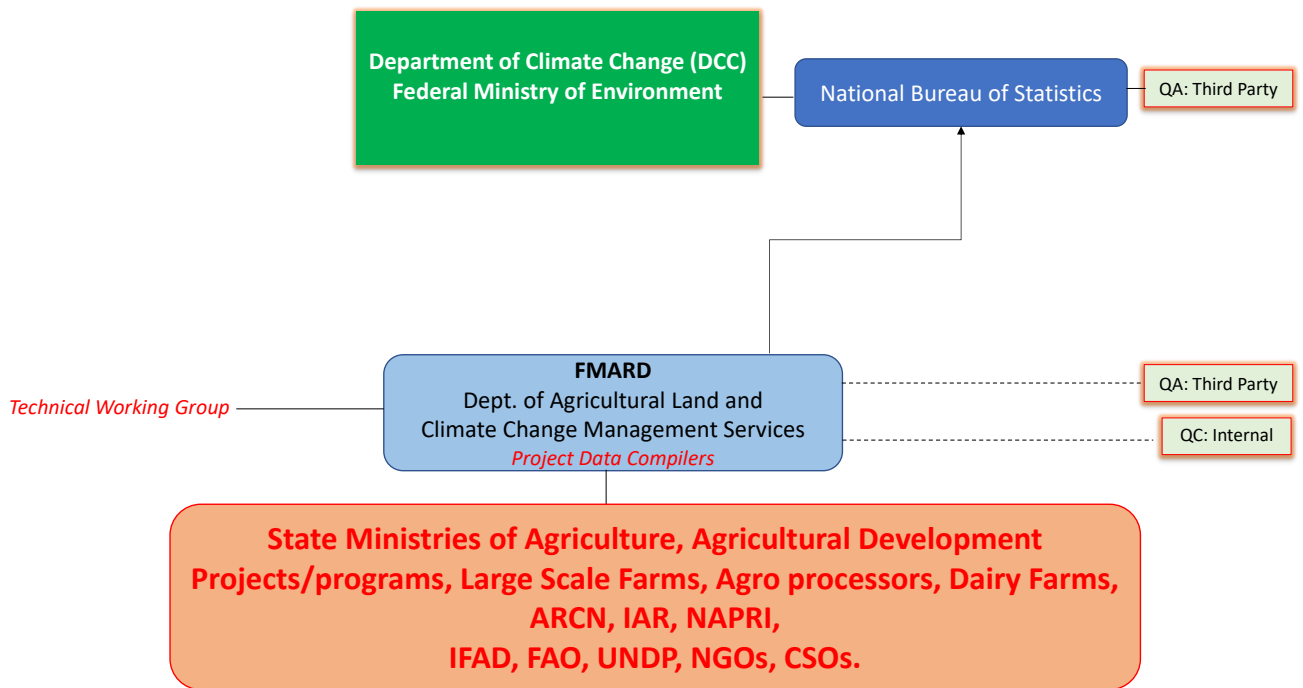


Figure 6: Proposed Institutional Arrangement for Land Use and Land Use Change and Forestry (LULUCF)

