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<b>SUBMISSION DATE TO UNOPS</b>			

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## Executive summary

Reporting requirements under the enhanced transparency framework (ETF) for action and support (Article 13) of the Paris Agreement, are stringent and require frequent reporting and tracking of mitigation action impacts. In Uganda, there is a need for continuous: improvement of data collection processes for GHG inventories, building national capacity to complete GHG emissions projection, and improving the ability to track Nationally Determined Contributions (NDC) targets through an MRV system that fulfils the country's international obligations under the UNFCCC; and consider the assessment of SDGs.

The Government of Uganda, through the Ministry of Water and Environment (MWE) and the United Nations Office for Project Services (UNOPS), agreed to cooperate in the implementation of the “*Uganda Initiative for Climate Action Transparency*” (ICAT) project in Uganda. The ICAT project will focus on sustainably enhancing the Greenhouse Gas emission inventory, projections, and mitigation analysis through modeling capability for the Transport and Waste sectors and enhance Uganda's ability to track the implementation of the NDC in the two sectors.

The outcome of the ICAT project in Uganda will facilitate effective decision-making and policy design, rooted in credible data. ICAT shall provide tools to collect more robust and consistent data on emissions, mitigation and adaptation efforts, capacity building, and support. Better availability and quality of data will allow for assessment of the impact and effectiveness of domestic climate policies and set in motion an upward spiral of ambition and implementation. In addition to providing guidance and tools for policy evaluation, the initiative will create a space for Uganda to share its experiences and lessons learned.

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## 1 Introduction

### 1.1 Background

The Republic of Uganda is party to the Kyoto Protocol and signed the Paris Agreement in October 2015 and ratified it on the 21st of September 2016. Under these agreements Uganda has a number of international reporting obligations to fulfil. The First National Communication was submitted in October 2002 and the Second National Communication in October 2014. The Third National Communication has recently been completed (2022). A Forest Emission Level and/or Forest Reference Level (FREL) was developed and submitted to the UNFCCC in January 2018. The First Biennial Update Report (BUR) was completed and submitted in 2019.

In October 2015, Uganda submitted its Intended Nationally Determined Contribution (INDC) in accordance with Decisions 1/CP.19 and 1/CP.20 of the United Nations Convention on Climate Change (UNFCCC). That submission became Uganda's first Nationally Determined Contribution (NDC) under the Paris Agreement when it came into force on the 4th of November 2016. Five years have passed since that first submission of the NDC by Uganda, and as required by the Paris Agreement, the NDC has gone through an update process. An Updated NDC has been produced with the support of the UNDP and was submitted to the UNFCCC in 2022. The updated NDC incorporates a suite of mitigation measures to reduce Uganda's emissions. Included in these are several mitigation actions for the transport and waste sectors which were not previously included in the INDC submitted for COP 21.

Reporting requirements under the enhanced transparency framework (ETF) for action and support (Article 13) of the Paris Agreement, are more stringent and require more frequent reporting and tracking of mitigation action impacts. Uganda has started to enhance the capacity of its national experts in the climate change area and is very keen to increase the number of trained local experts as well as to improve their skills covering a range of activities in the climate change field.

There is still, however, a need to: (a) improve data collection processes for GHG inventories, (b) build national capacity to complete GHG emissions projection analyses; (c) improve the ability to track NDC targets through an MRV system that fulfils the country's international obligations under the UNFCCC; and, (d) consider the assessment of SDGs. The Initiative for Climate Action Transparency (ICAT) funds will, therefore, assist Uganda to address these areas and to close these gaps.

The project focuses on two sectors, namely, the transport and waste sectors. These sectors are those which have new mitigation actions in Uganda's updated NDC. A needs assessment conducted during the recently completed CBIT project indicated that these two sectors have the greatest need in terms of Uganda's GHG data collection, data management and emission computation in order to have a more comprehensive national GHG inventory and assessment of their mitigation potentials.

## 2 Workshop Format and participation

The inception workshop was both physical and virtual by attendance with about 50 participants. Representatives from different Ministries, departments and Agencies, Civil society, Academia Private sector among others were part of the deliberation.

**Figure:1 Group Photo.**



### **3 Workshop programme**

The inception workshop commenced with introductions of stakeholders by their names, designations and institutions followed by;

#### **1) Remarks**

- i) Welcome Remarks by the Commissioner Climate Change Department; represented by Mr. Senyonga Derick
- ii) Remarks by Waste and Transport Sector Working Group Leads: Mr. Dan Kiguli -(Waste sector) and Mr. Charles Mutemo (Transport sector)
- iii) Remarks from GHGMI Technical Support Team: Dr. Luanne Stevens/Mike Bess (GHGMI/Greenhouse Gas Management Institute/GHGMI)
- iv) Opening Remarks by ICAT Executive Director: Dr. H. Wuester; and,
- v) Official opening remarks (Permanent Secretary).

#### **2) Presentations;**

- 
- i) Introduction of the ICAT Uganda project (Mr. Senyonga Derick)
  - ii) Overview of Assignment 1: Improvement of Processes for and Development of GHG Inventory Estimates, Baseline Emission Estimates, and Emission Projections for the Transport and Waste Sectors
  - iii) Overview of Assignment 2: Development and implementation of an NDC Tracking and Monitoring Framework for Transport and Waste Sector Policies and Measures

### **3.1 Commissioner Remarks**

The opening remarks were delivered by Mr. Senyonga Derick on behalf of the Commissioner CCD who was unable to be part of the workshop due to equally important meetings that were urgent then. In his remarks, Mr. Senyonga welcomed all participants in their different capacities and representation by institutions.

He reminded the participants of the importance of transparency reporting in the climate change and the need to continuously build individual and institutional capacities to meet the enhanced transparency requirements to the Paris Agreement.

The commissioner thanked ICAT for choosing Uganda as a beneficiary to the ICAT programme and promised to extend all support required for the successful implementation of the project.

Given that the project has two main components; improvement for, and development of, the GHG inventory estimates, baseline and emission projections; and, NDC tracking for both the waste and transport sectors. The commissioner informed participants that these will be informing the technical presentations by the consultants. He thereafter asked participants to critically follow the presentations from the consultants and provide technical feedback that would improve on the inception report.

### **3.2 Remarks by Waste sector lead, Mr. Dan Kiguli**

Mr. Dan Kiguli, from the National Environment Management Authority (NEMA) and sector lead for Waste, expressed his gratitude for ICAT support to the sector. He mentioned that continuous capacity building is relevant in the climate change reporting and relatively similar programmes have been extended to the sector through projects like CBIT 1. He highlighted the need for standardised data collection and analysis templates, engendering the waste data to enable the CCD to calculate the generation rates. Further there is need for templates for collecting comprehensive data while at the same time collect engendered data, to ensure calculation of waste generation rates as well as understanding and calculating waste flow patterns and routes.

He welcomed the team and especially the consultants and applauded them for the progress made so far.

### **3.4 Remarks by the Transport sector lead, Mr. Charles Mutemo**

The transport sector was represented by Mr. Charles Mutemo, who pointed out that they have been conducting inventories and relevant baseline studies and have encountered challenges, especially regarding road and water transport data. He advocated for inclusion of design activity in the ICAT project which can improve this. In addition, he requested a formal communication



from the CCD to enable continued collaboration with the consultant, as this would allow full participation of top management.

### **3.3 Dr Luanne Stevens and Mr Mike Bess (GHGMI Technical Support Team)**

The Greenhouse Gas Management Institute (GHGMI) is an implementing partner with ICAT and mainly provides support and technical advice to the country (Uganda) during the implementation of the ICAT Uganda Project, as well as building capacity in the CCD and in other relevant stakeholder bodies.

Dr Stevens described the relevant modelling and tracking tools that will be used during the projects and stated that a number of training sessions will be held for building knowledge in the tools to use. She further added that the project is of 18 months' duration with focus on waste and transport sectors.

### **3.4 Dr Henning Wuester (ICAT Executive Director)**

Dr Wuester thanked all participants and organisers for enabling the workshop and welcomed them all to the opening of the ICAT project in Uganda. He thanked all Ministries Departments and Agencies, the sectors and participants present for attending. With emphasis, he stated that ICAT is proud to contribute to this work in Uganda.

In his brief on ICAT, he informed participants that ICAT was created in 2015 to provide support to the transparency framework of the Paris Agreement and the program is funded by 6 donors through UNOPS.

He stated that, transparency is needed for effective reporting to the UNFCCC in regard to effective implementation of the Country Nationally Determined Contributions, Greenhouse gas emissions, support received and the Sustainable development goals. All these components are aligned as requirements for National MRV systems.

He emphasized that the International community needs to know what each country does in regard to climate action and this forms part of accountability. Dr Wuester stated major hindrances to transparency and accurate reporting of information as; inadequate information/data to conduct baselines, projections and timely reporting to UNFCCC. This problem is experienced globally, he elaborated.

Dr Wuester congratulated Uganda upon submitting the updated NDC last year (2022) in September and added that the GHG inventory, especially for the 2 sectors of waste and transport, have several capacity gaps that need to be filled.

In conclusion, he encouraged participants to embrace the ICAT tools and any other tool that will be relevant in executing the projects tasks and make them relevant for Uganda. He once again thanked the government of Uganda, and the leadership of the Ministry of Water and Environment and GHGMI for supporting the project to its inception.

### **Figure:2 General Workshop Photo**



### **3.5 Opening remarks by the Permanent Secretary (Represented by Ms Irene Chekwoti)**

In her preamble, the PS welcomed all participants to the "Inception Workshop for the Initiative for Climate Action Transparency (ICAT) Project" in Uganda.

She informed participants that the Republic of Uganda is a party to the Kyoto Protocol, signed the Paris Agreement in October 2015, and ratified it on September 21, 2016.

Under these agreements, Uganda has several international reporting obligations to fulfil, which include, among others, the National Communications, Bi-Annual Update Reports, and NDC reporting.

The PS further elaborated that Article 13 of the Paris Agreement established an 'enhanced

transparency framework for action and support. Under this framework, all Parties are required to regularly provide information on greenhouse gas emissions and removals and information necessary to track progress made in implementing and achieving their nationally determined contributions (NDCs).

“The transparency framework is regarded as the ‘backbone’ of the Paris Agreement because it ensures that information is made available regularly on the progress made towards the goals of the Paris Agreement” said the PS.

She mentioned that as much as Uganda has in the past build sector capacities, there is still a need to: (a) improve data collection processes for GHG inventories; (b) build national capacity to complete GHG emissions projection analyses; and (c) improve the ability to track NDC targets through an MRV system that fulfils the UNFCCC requirements.

She therefore applauded the ICAT for choosing Uganda to participate with a number of other countries working with ICAT. She pledged that, the Government shall continue to extend its support for the successful implementation of the project.

### **3.6 Presentation on: Introduction of the ICAT Uganda project (Mr. Senyonga Derick)**

The presenter highlighted the objectives of the project which are to sustainably enhance the GHG emission inventory, projections, and mitigation analysis modelling capability for the Transport and Waste sectors and, to enhance Uganda’s ability to track the NDC actions in these two sectors.

The specific objectives include to:

1. Contribute towards ongoing efforts to build a national transparency framework that meets international standards and is tailored to domestic needs;
2. Strengthen the national capacity to apply methodologies and tools to assess GHG and sustainable development impacts, and the effectiveness of policies, measures, actions and plans included in Uganda’s revised NDC;
3. Contribute towards ongoing efforts to improve the availability and quality of data required to measure GHG and sustainable development impacts;
4. Support the formulation of NDC indicators in a manner that will allow consistent monitoring and evaluation of progress; and,
5. Contribute towards ongoing efforts to develop frameworks that facilitate tracking of progress on NDC implementation while strengthening Ugandan capacities to construct and apply indicators towards that end.

#### **Scope of the project**

He further elaborated the scope of the project was to build upon information from the recently completed CBIT project, the NDC update process, the Long-term climate strategy and the 3<sup>rd</sup> National Communication. The project is designed to build national capacity to undertake baseline and mitigation analyses. A number of previously used models such as LEAP will be prioritised but additional ICAT tools such as GACMO (Greenhouse gas Abatement Cost Model) and PROSPECTS+ will be introduced. Policy makers and national experts will also be

introduced to the ICAT policy impact assessment guides, particularly the sustainable development guide.<sup>1</sup>

He highlighted that the project has two work streams, namely:

1. Strengthen the sector working group's capacity to manage sector GHG inventories, conduct baseline and mitigation scenario projections, and,
2. Enhancement and operationalisation of the NDC tracking framework.

### **Project Expected outputs**

The presenter informed participants that the expected outcomes of the project would be;

- Uganda has sustainable capacity to compile a GHG emission inventory and projections for the Transport and Waste sectors in line with the latest UNFCCC recommendations and guidelines to support an effective national MRV/transparency system as required under the Enhanced Transparency Framework (ETF) of the Paris Agreement
- Uganda has the capacity to apply good practice and tools that integrate transparency of climate policies and actions with evidence-based policymaking, assessing the impacts of policies and measures (in terms of GHG emissions and other sustainable development factors) included in or being considered for its current and future NDCs;
- Uganda has developed, and has the capacity to implement a sectoral NDC tracking framework; and
- Policy makers in the country (including the Office of the Prime Minister) are capacitated to assess the sustainable development impacts of policies and actions which will assist Uganda more effectively to achieve the objectives of both the Paris Agreement and the 2030 Agenda for Sustainable Development, including the Sustainable Development Goals (SDGs).

### **3.7 Overview of Assignment 1: Improvement of Processes for and Development of GHG Inventory Estimates, Baseline Emission Estimates, and Emission Projections for the Transport and Waste Sectors (Dr. Eng. Adam Sebit and Professor James Okot)**

In his presentation, Professor Okot Okumu highlighted the purpose of the Waste and Transport components of the ICAT Project was to enhance the accuracy, transparency and comprehensiveness of GHG data, that will provide a solid foundation for informed-decision and effective climate change mitigation strategies.

The objective of the consultancy is to work closely with MWE- CCD and stakeholders in the Transport and Waste sectors to:

1. Strengthen the national capacity to manage sector GHG inventories for the Transport and Waste sectors;
2. Strengthen the national capacity to conduct baseline emission and mitigation projections;

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<sup>1</sup>

<https://climateactiontransparency.org/our-work/icat-toolbox/assessment-guides/sustainable-development-2/>

3. Support data collection and processing to prepare GHG baseline and Mitigation projections
4. Develop an improved baseline and policy impact projection for the Transport and Waste sectors.

The consultancy will focus on transport and waste sectors due to their increasing significance and contribution to GHG emissions for Uganda. The scope will include the following:

### **Transport sector**

The transport sector includes Land transportation (road vehicles and railways), Aviation and Maritime transport. The scope of work will include assessment and enhancing data collection methods for these various transport modes, to capture accurate fuel use, consumption and review of emission factors.

- The assessment will include transport infrastructures such as roads, airports, landing sites, and railway lines.
- Asses the method and approaches used in estimating emission from the transport sector
- Analysis of the mitigation measures under low carbon options.
- Using appropriate tools to study the impacts of policies on the projected emissions in the transport sector.

### **Waste sector**

Solid waste management (landfills, incinerators), Wastewater treatment and management (NWSC, Industries, Housing Estates). The scope of work will include:

- Assessment and analysis for improving data collection on waste generation, composition, treatment or disposal methods for the calculation of GHG emissions from wastes.
- Evaluating approaches for estimating emissions from waste management practices.
- Consider emission reductions from alternative waste management practices
- Undertake baseline projections using selected tools, identify policy or measures for waste sector and complete a policy impact assessment

### **Methodology of the assignment**

The consultants described the methodology to be applied for the assignment. The consultants will undertake the assignment through desk reviews of previous GHG inventories focusing on the Transport and Waste sectors. Consultative discussions will be held with MWE-CCD, key stakeholder institutions and individual experts in Transport and Waste sectors. The stakeholders will include relevant government Ministries, departments, Agencies, Cities/Municipalities and Local Governments among others. The assignment will include but not limited to the following:

- i) Review of relevant reports in Transport and Waste sectors that include inter alia National Communications, Nationally Determined Contribution (NDC), Plans, Strategies

and Policies

- ii) Participation in capacity building workshops and peer to peer workshops
- iii) Consulting and discussions with stakeholders involved in data collection, data treatment and interpretation and data management in Transport and Waste sectors
- iv) Producing Reports with recommendations on data collection, data management, institutional arrangements (enabling environment) and resources for effective and efficient GHG Inventory Management System for Transport and Waste sectors.

### **Stakeholder engagement.**

The consultants highlighted key stakeholders that will be engaged which include but not limited; KCCA/Cities, MoLG, Ministry of Housing Land and Urban Development (MOHLUD), Industries, Housing Estate Developers, NWSC, NEC/Luwero Industries, Ministry of Energy and Mineral Development, UBOS, Ministry of Works and Transport, Uganda Railway Corporation.

The stakeholders will be described and their interest in the project identified. These stakeholders will be engaged mainly through consultations and workshops. Feedback will be obtained through telephone calls, emails, and the planned workshops. Feedback inputs will be incorporated to improve the strategy for data collection, data management, and communication of data.

### **3.8 Overview of Assignment 2: Development and implementation of an NDC Tracking and Monitoring Framework for Transport and Waste Sector Policies and Measures (Dr Eng. Seith Mugume and Mrs Martha Ntabadde Kasozi from MEIR Engineering consult)**

The consultants stated the main objective of this assignment as;

- to strengthen Uganda's capacity to expand the National GHG Inventory Management System and operationalize an NDC tracking framework to enable Uganda to track progress towards its Nationally Determined Contribution (NDC) under the Paris Agreement of the United Nations Framework Convention on Climate Change (UNFCCC).

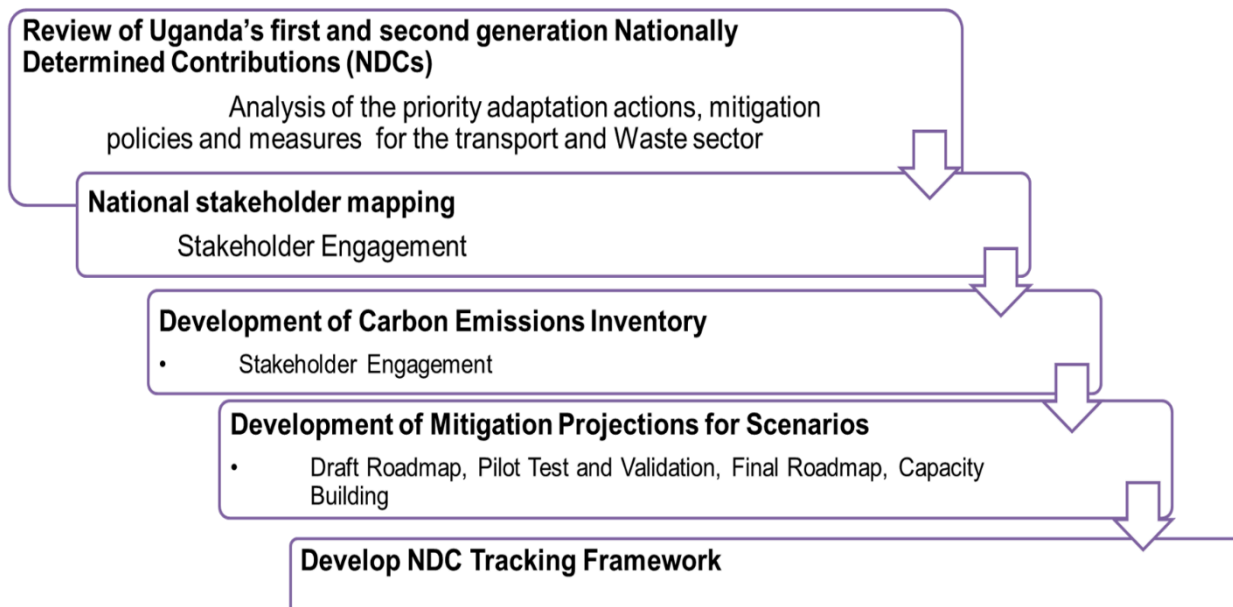
The Consultants stated that they will work hand in hand with MWE-CCD and stakeholders in the Transport and Waste sectors to achieve the following specific objectives.

- i) Strengthen the national capacity to track and monitor NDC actions in the Transport and Waste sectors.
- ii) Develop a NDC tracking and monitoring framework for the Transport and Waste sectors.
- iii) Develop a roadmap for the implementation of the NDC tracking framework; and,
- iv) Conduct training workshops to build awareness on the operationalization of the tracking framework.

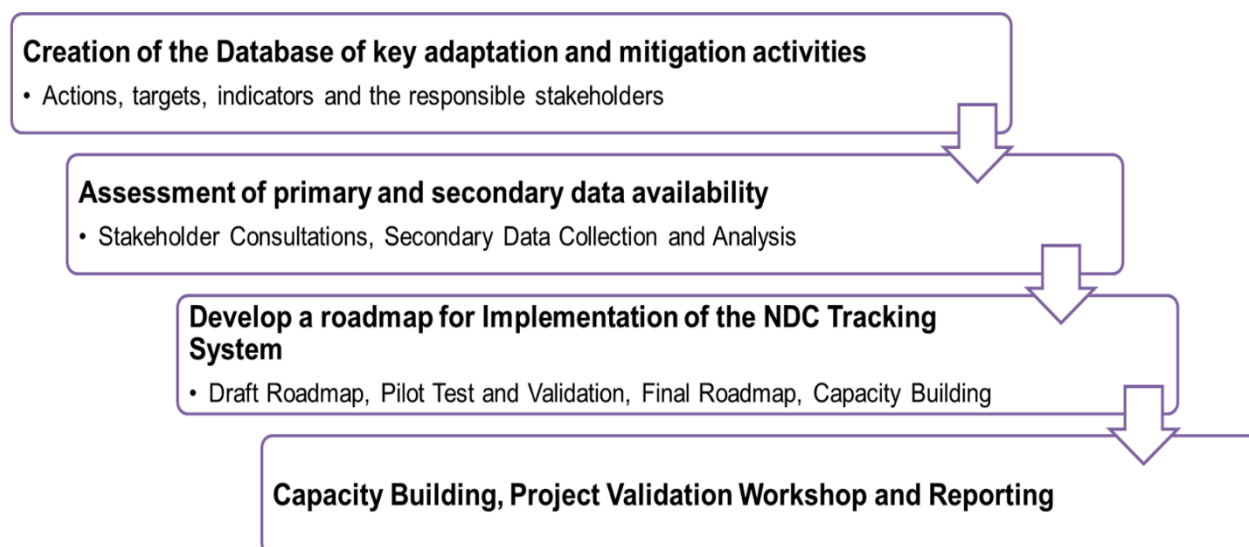
The consultants further highlighted the scope of works for the assignment which consists of

several tasks;

**Main Task 1:** Development of an NDC tracking framework for Transport and Waste policies and measures



**Main Task 2:** Implementation of the NDC tracking and monitoring framework at national and local government level



- A report of the above tasks will then be prepared.

Table: 1 Draft list of stakeholders to be consulted under this assignment is provided in the table below.

No.	Stakeholder	Category
1	Ministry of Water and Environment - Climate Change Department	Government Ministry
2	Ministry of Finance, Planning and Economic Development	Government Ministry
3	National Planning Authority	Government Parastatal
4	National Water and Sewerage Corporation (NWSC)	Government Parastatal
5	Ministry of Local Government	Government Ministry
6	African Development Bank	Development Partner
7	Kampala Capital City Authority	Government Entity
8	Institute for Transport Policy Development	NGO
9	Makerere University - Centre for Climate Change Research	Academia
10	United Nations Development Programme (UNDP)	Development Partner
11	The NDC Partnership	NGO
12	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)	NGO
13	Parliament of Uganda - Parliamentary Standing Committee on Climate Change	Government Entity

### 3.9 Workshop discussions

Participants were very engaged and asked many questions of both of the consultant teams. Some of the discussion points that were around the first works stream to sustainably enhance the process for and the development of GHG Inventory estimate, baseline emission estimates and emission projection for Transport and Waste sectors are shown in the table below.



**Table 2: Discussions for Assignment 1:**

	Issues raised	Response
<b>Waste</b>		
1	Waste inventory activity data list is not comprehensive enough to move to Tier 2.	<ul style="list-style-type: none"> <li>The table in a slide displayed during the workshop presentation was showing the activity data currently in use in Uganda for emission calculation from wastes.</li> <li>It is from these activity data that the consultants together with CCD and other stakeholders, guided by national circumstances, will agree on what other parameters can be obtained nationally as we move towards Tier 2.</li> <li>This will also determine the format, kind and contents of the <b>inventory template</b> that we will collectively develop.</li> </ul>
2	The waste cycle is not described.	<ul style="list-style-type: none"> <li>Explanation of waste streams in Uganda will be provided in the subsequent reports since it will be necessary to describe the existing waste management methods.</li> <li>Waste management methods determine the activity data input for emission calculations.</li> </ul>
3	The use of wastes such as in cement industry kilns was not done.	<ul style="list-style-type: none"> <li>This is waste-to-energy, so it is considered under energy sector emissions.</li> </ul>
4	A section on plastics should be included.	<ul style="list-style-type: none"> <li>This study is focusing on degradable organic wastes with significant GHG emissions. However, in describing waste composition, plastics will appear a significant component of solid wastes generated in Uganda</li> <li>Plastics are adequately handled in Plans and Strategies documents on solid waste management in the country.</li> </ul>
5	List of stakeholders is not comprehensive.	<ul style="list-style-type: none"> <li>Table of stakeholders displayed in the PowerPoint presentation was just to illustrate the process of stakeholder engagement.</li> <li>A more elaborate information on stakeholders is in Table 3 of the Inception Report. Stakeholder engagement is a continuous process that will evolve as we work with CCD and other key stakeholders.</li> </ul>
6	National capacity for inventories, analysis and emissions projections is not presented well.	<ul style="list-style-type: none"> <li>Capacity building is at the core of this study. So, we will work together with CCD and key stakeholders to discuss capacity gaps and handle them appropriately.</li> <li>Subsequent consultancy reports will include progress in capacity building.</li> </ul>

7	Inventories should involve elements of integration to consider contribution to SDGs.	<ul style="list-style-type: none"> <li>This is already under consideration. The mechanism of integration will be discussed with CCD and also benchmarking with other countries in the geographical region will be done.</li> </ul>
8	There is need for elaborate tools to take care or air pollution (e.g. ODS).	<ul style="list-style-type: none"> <li>Other atmospheric pollutant gases are taken care of under different protocols.</li> </ul>
9	Waste handling in villages is rudimentary and is left out in the presentation.	<ul style="list-style-type: none"> <li>Waste generation in villages and waste management methods is considered of insignificant consequences.</li> <li>GHG emissions from village waste handling methods is considered insignificant compared to urban area emissions.</li> </ul>
10	How will wastes from hospitals and oil & gas industries be considered in this study?	<ul style="list-style-type: none"> <li>These waste sources will be studied and documented.</li> <li>Oil and gas wastes is currently handled by NEC, so information will be obtained.</li> </ul>
11	Scope of work does not show how wastes move	<ul style="list-style-type: none"> <li>This is considered in sections 3.2 and 4.5.2.</li> <li>It was also displayed as a Figure in the PowerPoint presentation that shows waste categories that will be considered during the study.</li> </ul>
12	A statement that Kakira sugar waste management system is moving to suitability for Tier 2 inventory.	<ul style="list-style-type: none"> <li>Sugar factories are key stakeholders in waste management. They are implementing Cleaner Production mechanisms that include cogeneration.</li> <li>Sugar factories will be studied.</li> </ul>
13	Bush fires was not considered.	<ul style="list-style-type: none"> <li>Bush fires are considered under AFLOU.</li> </ul>
<b>Transport</b>		
1	The use of balloon as mode of transport should be considered	<ul style="list-style-type: none"> <li>The use of balloons in other countries like Kenya and Turkey is common. But in Uganda it is not available.</li> <li>Even if it will be used in future , the contribution to the transport sector will be negligible</li> </ul>
2	Airplanes flushes fuel , is one of the sources of emissions	<ul style="list-style-type: none"> <li>The planes fuel flush at the airport.</li> <li>The details will be checked with Uganda Civil Aviation Authority.</li> <li>Since there is no combustion of fuel, it will be considered as fugitive emission.</li> </ul>
3	<i>Boda-boda</i> motorcycles (local taxi), emissions	<ul style="list-style-type: none"> <li>It true that the number of boda-boda is increasing. The emissions will be increasing. The data of emissions will be check in literature.</li> </ul>

		<ul style="list-style-type: none"> <li>If primary data is available, if not surrogate data or default data will be used in the computation of emissions</li> </ul>
4	Most of the heavy duty tracks travels at night, it a policy issues?	<ul style="list-style-type: none"> <li>Most of the heavy duty track prefer to travel at night because of several reasons.</li> <li>At night air is dens and cool, that is a good for internal combustion engines. The traffic is light, there is less stoppings.</li> <li>The engine is cooled faster by the cold night environment, thus better performance.</li> </ul>
5	The tools	<ul style="list-style-type: none"> <li>There are many tools available.</li> <li>There are three possible tools to be used in this study GASMO, Transport Climate Action Data Tool (TraCAD) and LEAP out of these two tools will be selected after consolations.</li> <li>The selection of the tools will depend on the availability of the data.</li> </ul>
6	Stakeholders should include Ministry of Trade , Industry and cooperative	<ul style="list-style-type: none"> <li>It true that emission of refrigerant used in vehicles do emit GHG, which falls under the IPPU.</li> <li>Ministry of Trade, Industry and cooperative handles the IPPU. But it does not fall under Transport Sector emissions</li> </ul>
7	Uganda has good policies, but the challenges is with implementation	<ul style="list-style-type: none"> <li>Yes, it is true Uganda has good policies.</li> <li>The sentence will be rephrased to show the weakness in implementation of policies</li> </ul>
8	There are other forms of GHG emission ( CFCs) from motor vehicles	<ul style="list-style-type: none"> <li>It is true that vehicles which is used in transport sector emit CFCs,</li> <li>But this type of emissions falls under IPPU (Industrial processes and product use)</li> </ul>
9	There is no problem with fuels data from Entebbe. But on the road transport there is challenge is road transport and small boats.	<ul style="list-style-type: none"> <li>In most cases, it the vehicle stock which is used to estimate the number of vehicles on the road.</li> <li>More literature search will be made in this respect. May be study was done to establish the current vehicle fleet</li> <li>The data is need for the implementation of the policies and strategies to reduce on the GHG emissions.</li> </ul>
		<ul style="list-style-type: none"> <li></li> </ul>

**Table 3: Discussions for assignment 2**

No.	Comment	Response
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1	The Consultant should include GHG and non-GHG targets. The Consultant should disaggregate the two to improve on transparency.	These have been included in section 2.3.3 and the preceding sections of 2.3.1 and 2.3.2.
2	The Consultant should add other stakeholders like MoLHUD, MEMD, NEMA.	The suggested stakeholders have been included in the report in section 3.2, specifically in Table 3-1.
3	Include stakeholders like the NPA. All activities should be linked to the National Development Plan and vision 2040.	This has been included in Table 3-1. In addition, the activities in the methodology are in line with the Country's NDP.
4	The section of stakeholder mapping should be improved.	This has been addressed; the report has been updated to include more details on stakeholder mapping and engagements within section 3.2.
5	The Consultant should add targeted stakeholder capacity building to enhance the tracking of NDC actions.	This has been addressed in the report within section 3.5.3.2. The section explains how the targeted stakeholder capacity building will be carried out.
6	Elaborate on trade-off between methane production and industrial processes	The Consultant has provided more information into section 2.1.1 to address this.
7	The Consultant should include gender considerations.	This has been included within section 3.4.6 of the report. The section explains how the gender considerations will be integrated during implementation of the project.

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## 4 Way forward and closing Remarks

### Closing Remarks by Luanne Stevens (GHGMI)

Luanne thanked the participants for the great presentations, contributions, the questions, and for making the meeting productive. She urged sector specific members to continue working with CCD and the lead sectors to ensure sustainability of ICAT outputs.

She appreciated the additional stakeholders that were suggested for both work streams and ensured participants would be engaged throughout the project implementation.

### Way forward and Closing Remarks, Ms Irene Chekwoti

Ms. Chekwoti Irene applauded the consultants and participants for the endurance, resilience and patience exhibited in the workshop. It was rather a packed but great engagement. She emphasised that the collaboration between GHGMI and ICAT is quite beneficial. “Special gratitude to ICAT for choosing Uganda”, she added.

As a way forward,

- CCD will provide a report,
- the Consultants will take note of all the comments and discussions,
- CCD will convene 2 to 3 workshops or meetings required under this project.

In conclusion, she informed participants that Uganda is focusing at Tier 2 reporting for all sectors therefore it’s pertinent to have a plan and identify areas that need more support in terms of developing emission factors. This will support future prioritisation for funding.

She thereafter officially closed the workshop.

## Annex 1: Workshop agenda

### INCEPTION WORKSHOP FOR THE INITIATIVE FOR CLIMATE ACTION TRANSPARENCY PROJECT IN UGANDA

1<sup>ST</sup> AUGUST, 2023

IMPERIAL GOLF VIEW HOTEL- ENTEBBE

Agenda		
08:00 am – 08:30 am	Arrival and registration	CCD/MWE
08:30 am-8:50 am	Prayer and Self-Introduction	All
08:50 am – 09:00 am	Welcome Remarks	Commissioner, CCD
09:00 am- 09:15 am	Remarks by Waste and Transport Sector Working Group Leads	Mr. Dan Kiguli (Waste sector) Mr. Charles Mutemo (Transport sector)
09:15 am– 09:20 am	Remarks from GHGMI Technical Support Team	Dr. Luanne Stevens/Mike Bess (GHGMI/Greenhouse Gas Management Institute)
09:20 am– 09:35 am	Opening Remarks by ICAT Executive Director	Dr. H. Wuester,
09:35 am – 09:45 am	Official opening remarks	Permanent Secretary
09:45 am– 10:00 am	Introduction of the ICAT Uganda project	Mr. Senyonga Derick
10:00 am – 10:45 am	<b>Photo moment and Tea break</b>	<b>All</b>
10:45 am-11:15 am	<b>Overview of Assignment 1:</b> Improvement of Processes for and Development of GHG Inventory Estimates, Baseline Emission Estimates, and Emission Projections for the Transport and Waste Sectors	Consultant Team Lead
11:15 am-11:25 am	Question and Answer session	
11:25 am-11:55 am	<b>Overview of Assignment 2:</b> Development and implementation of an NDC Tracking and Monitoring Framework for Transport and Waste Sector Policies and Measures	Consultant Team Lead
11:55 am – 12:15 pm	Question and Answer session	
12:15 pm-12:30 pm	Way forward and closing remarks	Ms. Irene Chekwoti
12:30 pm –	<b>Lunch and Departure</b>	<b>ALL</b>

## Annex 2: Participants list



HP0004.pdf

## Annex 3: Participants invitation letter

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MINISTRY OF WATER AND  
ENVIRONMENT  
P. O. Box 20026  
KAMPALA - UGANDA

In any correspondence on  
this subject please quote Ref. No.DEA/59/168/01

24<sup>th</sup> 07, 2023

Dear Sir/Madam

### INVITATION TO THE INCEPTION WORKSHOP FOR THE INITIATIVE FOR CLIMATE ACTION TRANSPARENCY PROJECT IN UGANDA

The Ministry of Water and Environment, with support from the United Nations Office for Projects Services (UNOPS), shall be implementing the "Uganda Initiative for Climate Action Transparency" (ICAT) project in Uganda.

The project focuses on sustainably enhancing the Greenhouse Gas emission inventory, projections, and mitigation analysis through modeling capability for the transport and waste sectors and enhancing the tracking of the implementation of the Nationally Determined Contribution (NDC) in the two sectors.

The Ministry has therefore organized a **half-day** inception workshop for the ICAT project that will take place on **August 1, 2023**, at the **Imperial Golf View Hotel** in Entebbe from **8:30 am to 1:00 pm**.

The purpose of this letter is to invite you, as a key stakeholder, to participate in the above workshop, and attached is a project brief.

The Ministry shall cater for transport costs and allowances for participants as per the project budget.



Eng. Gilbert Kimanzi  
For: **PERMANENT SECRETARY**

**Copy:** Hon. Minister of Water and Environment

Hon. Minister of State for Environment

Hon. Minister of State for Water

