



Project no.: MoWE/CONS/2022-2023/00024

Consultancy Services for Development and Implementation of a Nationally Determined Contribution (NDC) Tracking and Monitoring Framework for Transport and Waste Sector Policies and Measures

Training Workshop for the NDC Tracking Framework in the Transport and Waste Sectors

Report

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MEIR Engineering & Research Ltd

October 2024

Technical support provided by:



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The Initiative for Climate Action Transparency (ICAT), supported by Austria, Canada, Germany, Italy, the Children's Investment Fund Foundation and the Climateworks Foundation.



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by the German Bundestag



 Federal Ministry
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Climate Action, Environment,
Energy, Mobility,
Innovation and Technology



Environment and
Climate Change Canada

Environnement et
Changement climatique Canada

The ICAT Secretariat is managed and supported by the United Nations Office for Project Services (UNOPS)



Document control

DOCUMENT CONTROL	
CLIENT:	Ministry of Water and Environment
CLIENT ADDRESS:	Kampala, Luzira
PROJECT TITLE	Expansion of the National GHG Inventory Management System and Operationalization of NDC Tracking Framework
PROJECT NUMBER:	MoWE/CONS/2022-2023/00024
DELIVERABLE TITLE	Training Workshop for the NDC Tracking Framework in the Transport and Waste sectors
DELIVERABLE:	Training Workshop for the NDC Tracking Framework in the Transport and Waste sectors: Draft Report
REVIEWED BY:	Luanne Stevens Mike Bess CCD team
CCD ACCEPTANCE:	<p>Name:</p> <p>Date:</p>
REPORT SIGN-OFF	<p>Name:</p> <p>Date:</p>
SUBMISSION DATE TO UNOPS	

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Abbreviations

CCD	Climate Change Department
GHG	Greenhouse Gas
GHGMI	Greenhouse Gas Management Institute
ICAT	Initiative for Climate Action Transparency
IPCC	Intergovernmental Panel on Climate Change
KCCA	Kampala Capital City Authority
MoLG	Ministry of Local Government
MoWT	Ministry of Works and Transport
MEMD	Ministry of Energy and Mineral Development
MWE	Ministry of Water and Environment
MWE-CCD	Ministry of Water and Environment, Climate Change Department
NEMA	National Environment Management Authority
NDAs	National Designated Authorities
NDC	Nationally Determined Contribution
NDP	National Development Plan
NEMA	National Environment Management Authority
NMT	Non-Motorised Transport
NWSC	National Water and Sewerage Corporation
SGR	Standard Gauge Railway
URC	Uganda Railways Corporation
UNRA	Uganda National Roads Authority

1 Introduction

1.1 Project Background

The Government of Uganda, through the Ministry of Water and Environment - Climate Change Department (MWE-CCD) received financing from the Initiative for Climate Action Transparency (ICAT) through the United Nations Office for Project Services (UNOPS). Part of these funds have been earmarked for the development of a Nationally Determined Contribution (NDC) Tracking and Monitoring Framework for Transport and Waste Sector Policies. The project's main objective is to strengthen Uganda's capacity to expand its National Greenhouse Gas (GHG) Inventory Management System and operationalize an NDC tracking framework, allowing the country to track progress towards its NDC targets under the 2015 Paris Agreement of the United Nations Framework Convention on Climate Change (UNFCCC).

The Paris Agreement's overarching aim is to limit the global temperature increase to well below 2°C above pre-industrial levels, with efforts to cap the increase to 1.5°C. Fulfilling this objective requires each participating country to develop, implement, and progressively refine its national climate action plan, or NDC. Uganda ratified its initial NDC in October 2015 and has since updated its contribution in September 2022, reinforcing its commitment to mitigating climate change impacts through specific, actionable measures.

Effective implementation of these measures hinges on the continual and detailed tracking of progress against NDC targets, which underscores the necessity of a framework. This framework not only facilitates ongoing assessment but also highlights crucial data sources and pinpoints existing gaps in data pertaining to the transport and waste sectors. Additionally, it delineates necessary institutional arrangements for efficient data gathering and analysis, identifying key roles and responsibilities across various entities.

As the roadmap for the NDC framework for the waste and transport sectors has been validated, the focus shifts towards ensuring its successful implementation through targeted training workshops. These workshops are designed to equip stakeholders from the sectors with the knowledge and tools required to effectively utilize the framework.

1.2 Objectives of the Workshops

The training workshops, held on 15th and 16th October 2024, at Protea Hotel in Entebbe, were aimed to equip key stakeholders from the Transport and Waste sectors with the skills and knowledge necessary to utilize the NDC Tracking Frameworks effectively. The primary focus of the training was demonstrating the functionality of the NDC Tracking Framework and its associated data collection templates through hands-on sessions. These sessions allowed participants to engage directly with the tools tailored for both the waste and transport sectors.

Participants also practiced data entry and manipulation using the provided templates, ensuring familiarity with these tools. Additionally, the workshops aimed to gather feedback on the templates and the frameworks, which is vital for ongoing refinements to ensure the tools meet the practical needs across sectors.

The target audience included the identified key stakeholders for the two sectors, often doubling as the key MDAs identified as the main sources of data for the data required for the NDC tracking of the two sectors, including MWE, CCD, NWSC, NEMA, MoLG, MoWT, UNRA, MEMD, KCCA, and URA.

1.3 Purpose of the Report

This report details the activities and outcomes of the NDC Tracking Framework training workshops. It serves as a record, documenting the workshop agenda, enumerating the participants, and includes the extensive feedback received from the stakeholders. Additionally, this report synthesizes the key conclusions from both group discussions and practical training sessions, highlighting the critical insights gained. It outlines how these insights will be integrated to enhance both the tracking framework and the associated data collection templates, ensuring they are optimally designed for effective implementation across the Transport and Waste sectors. The workshop's agenda and list of attendees are provided in Annex I and Annex II, respectively.

2 Workshop Training Methodology

This section outlines the methodologies employed during the NDC Tracking Framework training workshops aimed at equipping stakeholders with the necessary skills and knowledge necessary for effective use of the tools developed. The training combined presentations, group discussions, and hands-on activities, each designed to address different aspects of the framework and ensure comprehensive stakeholder engagement.

i). Presentations:

Presentations were used to deliver foundational knowledge about the NDC Tracking Framework. They provided an overview of the project's background, objectives, and the specific deliverables associated with the transport and waste sectors. The presentations were delivered by the Consultant at the start of the workshop, to guide the stakeholder and provide context of the project.

Through these presentations, stakeholders were introduced to the key concepts and structures of the tracking framework. Detailed demonstrations of the data collection templates were particularly crucial, as they showcased how theoretical concepts translate into practical tools for data management.

i). Group discussions:

After the presentations, stakeholders participated in sector-specific group discussions. Three groups were formed, i.e., two for the waste sector and one for the transport sector. These discussions allowed participants to explore the NDC tracking frameworks and data templates in greater detail, as applicable to their respective sectors.

These sessions created a collaborative environment where stakeholders could voice concerns, ask questions, and provide further feedback on the templates and framework structure. Discussions aimed to identify gaps, potential improvements, and to foster a shared understanding of the framework's practical application.

i). Hands-on activities:

The participants took part in practical exercises using data and filling in the data collection templates. These activities were designed to simulate data entry and analysis scenarios. Hands-on activities helped stakeholders understand the operational aspects of the framework and templates. By interacting directly with the tools, participants could better appreciate the importance of accurate data collection and learn how to navigate and utilize the templates effectively.

i). Feedback and iteration:

At the end of each day, feedback sessions were conducted where groups presented their findings and suggestions for the templates and the overall framework. The feedback gathered was crucial for the refinement of the tracking tools. This iterative process ensures that the final products are not only conceptually sound, but also practically viable and tailored to meet the specific needs of the stakeholders.

By integrating various interactive and participatory training methods, the workshops aimed at building a better understanding among stakeholders of the tracking tools, ensuring that they are well-prepared to implement the NDC Tracking Framework effectively within their respective sectors.

3 Stakeholder feedback

3.1 Cross-cutting

Some of the feedback provided during the workshop was cross-cutting and required to be adopted by both the transport and waste sectors. Recommendations for both the NDC tracking framework and the associated data collected templates included:

- i). Summary sheet within the templates:

Stakeholders suggested the inclusion of a summary sheet within the data collection templates, designed to visually represent the tracking results. This summary sheet should feature graphs or percentages indicating the progress of all NDC mitigation and adaptation actions for which data is collected. Such a visualization would provide a clear, at-a-glance overview of the status of each action, facilitating easier assessment and communication of progress toward meeting NDC targets.

- ii). Alignment of data collection cycles with the Government Financial year:

It was recommended that the cycles for the population of the data collection templates should align with the Government financial year and the associated reporting quarters. The labelling of the reporting quarters should correspond to the government financial year quarters, with the first quarter (Q1) running from July to the end of September, etc. This adjustment will ensure that the NDC data collection is synchronized with governmental budgeting and reporting cycles, facilitating more coherent and timely data analysis and reporting.

- iii). Clarifying data collection frequency in template instructions and guidance to key data source MDAs:

It was suggested that the introductory sheet of the data collection templates also clearly states the specific data entries required on a quarterly basis. This addition will ensure that all users are clear about the frequency with which they need to compile and submit their data.

In addition, it was proposed that each of the key MDAs from which the data in the transport and waste sectors is sourced, will have a briefing worksheet or note prepared, that clearly explains which specific worksheets they are to populate, and what sort of data is required from them and the frequency of reporting.

iv). Online accessibility for the tools:

It was recommended that the NDC Tracking Framework and its associated data collection templates should be made accessible online for focal persons in various Ministries, Departments, and Agencies (MDAs). This approach would allow data to be entered and updated directly through a cloud-based platform, eliminating the need for physical documents or the collection of several files from various MDAs and the laborious work that would be required for its compilation. To ensure data integrity and accuracy, the online system should incorporate some layers of approval and verification. This digital transition will streamline data handling processes, enhance real-time data accessibility, and improve the efficiency of data verification and approval procedures.

v). Inclusion of a section for description of data required for each template:

It was suggested that each data collection template within the NDC Tracking Framework should include a provision describing the specific data required. This description should be strategically positioned immediately following the section where the data compiler's name and details are entered. This arrangement will facilitate a smoother data entry process by enabling the data compilers to quickly understand and prepare the necessary data before beginning the actual data entry. This enhancement is aimed at providing immediate contextual information to the individuals responsible for data input.

vi). Merging some of the data collection templates or cross-referencing related data:

The feedback called for an optimization of the data collection process by merging templates that require similar data inputs into a single sheet. This consolidation is particularly recommended when the data is sourced from the same individual or department. This proposed approach would streamline the data entry process. It not only simplifies the task for data providers but also this change will make the process more efficient and user-friendly for all involved. Where merging is not practically possible, but there is similar data between different indicator worksheets, it was proposed that the templates be designed in such a way that duplicated data is only entered once and is automatically cross-referenced to other indicator worksheets where it is required. This will greatly reduce the workload on the data collection MDAs.

3.2 Transport Sector

During the training workshops, stakeholders from the transport sector engaged in group discussions,

providing valuable feedback on the NDC Tracking Framework and its associated data collection templates. This feedback, captured primarily during these interactive sessions, is crucial for the ongoing refinement of the framework. It will be used to make necessary revisions and updates to ensure the tools are both practical and effective. Below, we outline the feedback provided by the stakeholders:

i). BRT network development indicator:

It was recommended to revise the name for the indicator from 'BRT (Bus Rapid Transit) network expansion' to 'BRT network development.' This change better reflects the current situation, as BRT corridors are not yet constructed anywhere in the country. Furthermore, it was commented that the data collection templates should extend beyond capturing the length of BRT corridors. They should also include metrics on the utilization of the BRT system, such as the number of buses using the network and their mileage, to facilitate a more accurate calculation of emission reductions.

ii). Inclusion of details on status updates for actions within the tracking framework

It was recommended to add a specific column in the NDC Tracking Framework to clearly communicate the progress or status of data required from each NDC mitigation action. For instance, in the case of the Standard Gauge Railway (SGR) network, the column would detail key milestones such as the signing of the contract for project implementation. This addition will provide immediate insights into the current phase of each action, aiding in more effective monitoring.

iii). Revise the data requirements for Road Transport Fuel Efficiency:

It was suggested that the mitigation action for Road Transport Fuel Efficiency should focus on capturing data based on fuel efficiency in litres per 100 kilometres (L/100km), rather than the current method of recording the number of fuel-efficient vehicles. Additionally, it is important to add details of fuel efficiency targets from the National Development Plans into the tracking framework. For instance, the targets of 10 litres per 100 kilometres as outlined in NDP III and 7.2 litres per 100 kilometres in NDP IV should be added. This adjustment will provide a clearer reflection of the defined fuel efficiency goals.

iv). Inclusive criteria for Efficient Public Transport:

The feedback also suggested that the definition of 'Efficient Public Transport' within the data collection templates should not be limited to electric buses alone. It was recommended to also

include conventional fuel engine buses, provided they meet high-quality bus standards. These standards should encompass; passenger comfort, safety, and modern technology features such as Wi-Fi, air conditioning, etc. This broader inclusion will ensure that the framework captures a more comprehensive range of bus fleet that contribute to the NDC mitigation action of 'Efficient Public Transport.

v). Refinement of Data Collection Templates for Non-Motorized Transport (NMT):

The feedback also emphasized the need to revise the data collection templates for Non-Motorized Transport (NMT). Currently, the template presents a specific constant for calculating their emission reduction potential for only bicycle lanes. It was recommended that this should be expanded to include pedestrian lanes, which are more prevalent across the country. Accordingly, an additional constant for pedestrian lanes should be incorporated into the template to ensure the emission reduction calculations accurately represent both types of NMT infrastructure. This change will provide a more comprehensive understanding of the environmental benefits derived from the entire spectrum of non-motorized transport facilities.

vi). Expansion of water transport data collection templates to include fuel data:

The feedback highlighted a gap in the current data collection template for water transport utilization, specifically the omission of fuel consumption data. It was suggested that the template should be expanded to include the amount of fuel consumed by water transport vessels. Incorporating this data is essential for accurately calculating emission reductions associated with shifting from road to water transport.

3.3 Waste Sector

Some of the feedback received on the NDC tracking Framework and the data collection templates specific to the waste sector included the following:

i). Delete repeated indicator:

It was observed that the data entry item for measuring the total length of the sewerage network constructed during the NDC implementation period appeared twice in the NDC Tracking Framework, under the indicator to track infrastructure improvement. It was proposed that the second entry be deleted.

ii). Address Redundant data entries that are not used in the Formulae:

Under one of the indicators for tracking the methane emissions avoided from aerobic composting, it was established that one of the required data entries appeared redundant, and it was proposed to cross-check the formula or delete the data if it is established that the data is not required in the calculations.

- iii). Add a column for cumulative emissions or Cumulative mitigation output:

Where applicable, an additional column should be included to track the cumulative emissions, thus making it easier to monitor the totals achieved over the NDC implementation period.

- iv). Identify the Cells for Replacing Defaults with National Values:

All cells in which the IPCC or other default values are to be replaced with national-specific values should be clearly marked. This will allow for easy updates once national data becomes available.

4 Integration of Stakeholder Feedback

4.1 Cross-Cutting Comments

The section below describes how the cross-cutting issues highlighted above will be integrated into the NDC Tracking Framework and the associated Data Collection Templates. will

- i). A Summary sheet provided within the templates:

A summary sheet has been incorporated into the data collection templates to facilitate more effective tracking and to aid in communication of the progress of NDC actions. This sheet displays the percentage progress of each mitigation and adaptation action, providing stakeholders with a clear and immediate overview of progress towards achieving the NDC targets. Additionally, a bar graph has been added to illustrate the progress of each action relative to the targets specified in Uganda's updated NDC. This will allow for a quick assessment of the progress and a quick appreciation of areas needing attention.

- ii). Alignment of data collection with government financial year:

The data collection templates have been updated and aligned to the government financial year, the first quarter commencing in July and ending in September of each NDC implementing year and the final quarter from April to June of each year. Additionally, guidelines for the data collection frequency have been included in the introductory section of each data collection template.

- vii). Clarifying data collection frequency in template instructions and Guidance to key data source MDAs:

A worksheet has been prepared for each of the key stakeholder MDAs from which data is to be sourced for the transport and waste sector, which indicates which worksheets or indicators the specific data entries required. This additional information will ensure that all key MDAs providing the NDC tracking data are aware of the data they are required to fill, the exact worksheets they are required to fill and the frequency of reporting

- iii). Online accessibility for the tools:

The NDC Tracking Framework and its data collection templates will be made available online. Detailed access instructions and protocols will be provided by the client – CCD.

- iv). Inclusion of a section for description of data required for each template:

A section detailing the specific data required has been added to each template, positioned right after the data compiler's details, to guide users in preparing and entering the information.

4.2 Transport Sector

This section details how feedback from stakeholders, collected during the training workshops, will be applied to enhance the NDC Tracking Framework and data collection templates for the Transport Sector. Incorporating stakeholder feedback is crucial for ensuring the framework not only meets the needs of national tracking requirements but also addresses the practical insights and recommendations provided by the stakeholders.

- i). BRT Network Development Indicator:

The name of the BRT indicator has been revised to 'BRT Network Development' to more accurately reflect the current state of infrastructure in the country, where BRT corridors are yet to be constructed. Additionally, the data collection templates have been expanded to include not only the length of the BRT corridors but also metrics on the utilization of the BRT system. This enhancement now captures the number of buses using the network and their mileage, which will allow for a more accurate calculation of emission reductions.

- ii). Inclusion of details on status updates for actions within the tracking framework

A column indicating the status and progress of specific projects related to NDC actions has been added to the tracking framework. This new feature will clearly display key milestones for each project, such as the signing of implementation contracts, providing stakeholders with immediate insights into the current phase of each action.

- iii). Revise the data requirements for Road Transport Fuel Efficiency:

The data requirements for Road Transport Fuel Efficiency have been updated to capture data for fuel efficiency in terms of litres per 100 kilometres (L/100km), and include also guiding details like fuel efficiency targets from the National Development Plans. This refinement enhances the tracking framework's alignment with defined national fuel efficiency targets.

- iv). Inclusive criteria for Efficient Public Transport:

The requirement for 'Efficient Public Transport' in the data collection templates has been

expanded to include not only electric buses but also conventional fuel engine buses that meet high-quality standards for passenger comfort, safety, and modern technology features like wi-fi.

v). Refinement of Data Collection Templates for Non-Motorized Transport (NMT):

A constant for calculating the emission reduction potential of pedestrian lanes has now been included in the NMT data collection templates to provide a more comprehensive assessment of all non-motorized transport infrastructure.

vi). Expansion of water transport data collection templates to include fuel data:

Fuel consumption data has now been incorporated into the water transport data collection templates to enhance emission reduction calculations.

v). Merging of some data collection templates:

Templates have been optimized by linking cells that require similar data inputs, allowing information to be entered once and automatically populated across related fields. To help stakeholders efficiently navigate the data collection templates, a guide will be provided that details which sheets they should focus on for their specific data input responsibilities.

4.3 Waste Sector

The feedback received on the NDC tracking Framework and the data collection templates specific to the waste sector is proposed to be integrated as follow:

i). Delete repeated indicator:

The repeated data entry on the total length of the sewerage network constructed during the NDC implementation period has been deleted.

ii). Address redundant data entries, not used in the formulae:

The relevant equation where there was redundant data input has been updated and the data entry is now referenced in the equations.

iii). Add a column for cumulative emissions or cumulative mitigation output:

An additional column has been included to track the cumulative emissions or other mitigation actions, thus making it easier to monitor the totals achieved over the NDC implementation period.

iv). Identify the cells for replacing defaults with national values:

All cells in which the IPCC or other default values are to be replaced with national-specific values have been indicated through a colour code and a comment included in the given cell. This will allow for easy updates once national data becomes available.

5 Conclusions and Next Steps

5.1 Conclusion

The workshops played a key role in refining the NDC Tracking Framework and the associated data collection templates by engaging stakeholders through interactive methods and gathering essential feedback. The integration of these insights ensures that the final tools are not only theoretically sound but also practically tailored to the specific needs of the transport and waste sectors. By aligning data collection processes with government cycles, enhancing the clarity and functionality of templates, and incorporating online accessibility, the framework is now more robust and user-friendly. This ensures stakeholders are well-prepared to effectively implement and monitor progress toward Uganda's NDC targets for the transport and waste sectors.

5.2 Next Steps

Following a successful training session, the following are the proposed next steps:

i). Finalization of revisions:

Implement the feedback and proposed changes into the NDC Tracking Framework and data collection templates. Ensure that all templates are updated with the necessary modifications, including cumulative tracking columns, revised indicators, and clarified instructions.

ii). Validation of tools:

Share the updated framework and templates with stakeholders for a final round of review and validation. This step will help confirm that all changes meet the practical needs of the sectors and are aligned with national goals.

iii). Online platform development:

Collaborate with IT teams at MWE or NEMA to develop and launch the online platform for data entry and tracking. Ensuring that this platform includes user-friendly interfaces, secure data access, and features for real-time updates and verification.

iv). Stakeholder capacity building:

Conduct follow-up training sessions or provide guidance materials for stakeholders to familiarize them with the updated framework and the new online data submission process.

v). Integration of national data:

Prepare for the replacement of default values with national-specific data as it becomes available, and ensure all stakeholders are aware of the process for updating these values.

vi). Reporting and communication:

Develop a communication plan to share progress reports generated from the NDC Tracking Framework with relevant ministries, departments, and agencies, ensuring transparent and coordinated monitoring of Uganda's NDC commitments

Annexes

Annex I: Agenda – Training Workshop for the NDC Tracking Framework

Training Workshop for the NDC Tracking Framework of the Transport and Waste Sectors

Date: 15th – 16th September 2024, Venue: Protea Hotel, Entebbe

Day 1: 15th September 2024

Time (EAT)	Activity	Responsible person
09:00 – 09:30	Registration	CCD
09:30 – 09:40	Introductions	CCD
09:40 – 09:50	Welcome Remarks	CCD
09:50 – 11:00	Overview and demonstration of the NDC Tracking Framework & Templates for the Waste and Transport Sector	MEIR
11:00 – 11:20	Tea/Coffee break	
11:20 – 11:50	Q/A - session	All
11:50 – 13:00	Group discussions of the NDC Tracking Frameworks & Templates	MEIR
13:00 – 14:00	Lunch	
14:00 – 15:00	Group Presentations: Each group presents their initial feedback on the frameworks & templates	All
15:00	Close of Day 1	CCD

Day 2: 16th September 2024

Time (EAT)	Activity	Responsible person
09:00 – 09:30	Registration	CCD
09:30 – 10:00	Recap of previous day and introductions	CCD
10:00 – 11:00	Further Group Discussions and Practice of the NDC Tracking Frameworks & Data Collection Templates	MEIR
11:00 – 11:30	Tea/coffee break	
11:30 – 13:00	Group Presentations: Each group presents their final feedback on the frameworks & templates	All
13:00 – 14:00	Lunch	
14:00 – 14:30	Way forward	CCD
15:00	Close of workshop	CCD

Annex II: Workshop Photography



