



# Workshop Report 2022



21 JANUARY 2022

DISSEMINATION WORKSHOP ON *MEASUREMENT, REPORTING AND VERIFICATION*  
SYSTEM FOR TRANSPORT SECTOR OF *CAMBODIA*

A Design of an MRV system for the Transport sector of the Kingdom of Cambodia

## Initiative for Climate Action Transparency - ICAT

# DISSEMINATION WORKSHOP ON MEASUREMENT, REPORTING AND VERIFICATION SYSTEM FOR TRANSPORT SECTOR OF CAMBODIA

### Deliverable 6

Date 21 January 2022

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### PREPARED UNDER

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## **1 Background**

The Royal Government of Cambodia (RGC), as a Party to the United Nations Framework Convention on Climate Change (UNFCCC), ratified the Convention in 1996 and the Paris Climate Agreement in 2017.

Under the Paris Agreement, Parties agree to limit the rise in global temperature well below 2 degrees Celsius above pre-industrial levels and pursue efforts to limit the increase in temperature even further, to 1.5 degrees Celsius. In response to the Paris Agreement, Cambodia submitted the first Nationally Determined Contributions (NDCs) in 2015 and the updated NDC on 31 December 2020.

Article 13 of the Paris Agreement establishes an Enhanced Transparency Framework (ETF) for action and support to build mutual trust and confidence among the Parties and to promote the effective implementation of the Paris Agreement. The ETF also requires countries to track the progress made in implementing and achieving NDCs. Therefore, the Initiative for Climate Action Transparency (ICAT) has been supporting Cambodia for the development of the Measurement, Reporting, and Verification (MRV) system through the United Nations Environment Programme (UNEP) DTU Partnership (UDP).

The Department of Climate Change (DCC), the General Secretariat of the National Council for Sustainable Development (GSSD)/Ministry of Environment (MoE) is the implementing agency of the ICAT. Under this project, the ICAT supports Cambodia to

- 1) develop an MRV framework for the Transport sector; and
- 2) develop the capacity to use transparency-related tools (ICAT SD assessment tool and GACMO).

## **2 Objectives of the workshop**

The workshop is designed to disseminate the Transport sector Measurement, Reporting and Verification system of Cambodia



### 3 Stakeholder engagement

The workshop presided over by H.E. Dr. Vann Monyneath, Director General of the General Directorate of Policy and Strategy (GDPS) (See opening remarks in Annex II). Stakeholders represented various institutions responsible for measuring, reporting and verifying data related to transport sector mitigation actions participated. The total number of participants were fifty-eight. Please see Annex III for the list of participants.

Followings are the institutions represented by participants:

- Ministry of Environment
- Department of Climate Change
- Representatives from Climate Change Technical Working Group
- Ministry of Planning
- National Institute of Statistics
- Ministry of Mines and Energy
- Ministry of Public Works and Transport (MPWT)
- Phnom Penh Department of Public Works and Transport
- City Bus Authority Phnom Penh Capital Administration
- General Department of Land Transport - MPWT
- Department of Urban Public Transport - MPWT
- General Department of Planning and Policy - MPWT
- Department of Monitoring and Evaluation - MPWT
- Representatives from Vehicle Inspection Centers
- Academia
- Other relevant institutions

### 4 Discussion

#### 4.1 Learning from Phase 2 and next steps

The learning outcome of ICAT phase 2 is the transport sector MRV system. Seven important points were discussed in this session:



- Process for development of MRV in the transport sector;
- The institutional mechanism needed to meet MRV requirements;
- Data required and data management system;
- Procedure for data monitoring (project level);
- Protocols: Monitoring process including roles and responsibilities of the personnel involved;
- Implementation approach and legal frameworks needed, and
- Capacity development GACMO: improvement of NDC in the transport sector, including identifying new opportunities for mitigation.

Then, the possible next steps were highlighted (what ICAT can offer, ICAT tools, ICAT e-learning courses, ICAT partnership forum, mitigation energy supply, etc.).

#### 4.2 Summary of the project

This session covered the summary of the ICAT project on the development of the MRV system in the transport sector in Cambodia. The two main objectives of this project were to develop an MRV system for the transport sector and to develop the capacity to use the ICAT SD tool and GACMO tool. The project was started in April 2021 and is expected to be completed in January 2022. Further, six deliverables were also presented and summarized to the participants.

#### 4.3 A design of Measurement, Reporting and Verification System for the Transport sector of Cambodia

This session focused on the components of the MRV system, such as the MRV framework, protocol, procedure, and implementation plan. These components were explained in detail with respect to promoting integrated public transport systems in main cities: Shift passengers from private vehicles to 23 buses in Phnom Penh. Methodologies, data management system, institutional arrangement, verification process were highlighted in the MRV framework.



In the Q&A session, a participant requested a clarification on the difference between monitoring and measurement, which represent “M” in the MRV. Both presenter and Dr. Joyti explained that there is no specific definition or difference between the terms, yet monitoring is required to carry out the measurement.

#### 4.4 Barriers and gaps in implementing MRV system

Potential barriers and gaps were described under four main sections: general gaps, barriers and gaps in data management system, institutional arrangement, and legal arrangement.

Limited capacity and expertise in climate change has been identified as the key challenge in successfully implementing climate change projects. Further, the limited institutional capacity to retain skills/knowledge gained from the training was also highlighted. Gaps in Cambodia such as financial gaps, insufficient data, the lengthy institutional process to obtain existing data, unavailability of common data source, unavailability of a dedicated budget for data collection, lack of capacity to assess GHG impacts of mitigation actions, limited coordination among institutions, limited human resources, and discontinuity in staffing, Unavailability of Environmental Code, lack of policy basis for data collection and sharing were highlighted under different main categories. By the end of this session, some key recommendations were also made to respond to the gaps and barriers above.

#### 4.5 Implementation plan of the MRV system for the transport sector of Cambodia

This session focused on the approaches to institutionalize and to launch the MRV system, providing recommendations for required legal frameworks and data sharing agreements and the next steps necessary to be taken by participating institutions to implement the MRV system. The implementation roadmap for implementing the transport MRV system was presented. This was explained under six main steps establishment of institutional setup, coordination mechanism, resource allocation, capacity building, MRV activities and improving the system over time. Activities carried out under each component so far and activities yet to be carried out, and strategies that need to be followed were discussed under each of these components. The road map to implement the MRV system included three main phases: MRV set up, Pilot stage, and operational stage.



## **5 Questionnaires**

A questionnaire was shared among the participants to understand their further capacity building requirements with respect to the MRV and to collect their feedback to update the Transport sector NDCs. However, no input was received on these questions. This will be pursued after the project.

## **6 Follow-up actions**

The dissemination workshop was conducted successfully with key participants from relevant ministries. The workshop allowed key participants to understand the complete picture of the whole project since this is the last workshop of the project, combining all project components from the beginning until the end.





## Annex I Workshop Agenda

Time	Agenda item	Resource person
14:00	Welcome Remarks	Dr. Jyoti Prasad Painuly Senior Energy Planner, DTU
14:05	Opening remarks	H.E. Dr. Vann Monyneath, Secretary-General, GSSD
14:10	Learning from Phase 2 and next steps	Dr. Jyoti Prasad Painuly Senior Energy Planner, DTU
14:20	Objectives of the workshop	Dr. Hak Mao Project director
14:35	Summary of the project	Mr. Eng. Buddika Hemashantha International Consultant
14:45	A design of Measurement, Reporting and Verification System for Transport sector of Cambodia	
15:20	Q&A	
15:50	Barriers and gaps in implementing MRV system	Mr. Eng. Buddika Hemashantha International Consultant
16:00	Implementation plan	
16:20	Q&A	
16:30	Wrap-up	Dr. Hak Mao Project director
16:40	Closing remarks	Dr. Henning Wuester, Director of ICAT



## Annex II Opening Remarks

H.E. Dr. Vann Monyneath

Director-General of the General Directorate of Policy and Strategy (GDPS)

### **“Dissemination workshop on *Measurement, Reporting and Verification* System for Transport sector of *Cambodia*”**

**21st January 2022**

- Excellencies, Ladies, and Gentlemen, Members of the Climate Change Technical Working Group (CCTWG)!
  - Dr. Henning Wuester, Director of ICAT, UNOPS!
  - Excellencies, Ladies, and Gentlemen from line ministries and institutions other stakeholder! All participants!
1. I would like to welcome you all and thank for organizing this important workshop today that will focus on **dissemination workshop on *Measurement, Reporting and Verification* System for Transport sector of *Cambodia*”**.
  2. Climate change is one of the most difficult development challenges that Cambodia is facing, in great part due to her high vulnerability to the impacts of climate change and her low adaptive capacity.
  3. The Royal Government of Cambodia is committed to combating climate change and accelerating the transition to climate-resilient, low-carbon sustainable modes of development, being a Party to the UNFCCC since 1996, and has ratified all relevant subsequent protocol and agreements, such as Kyoto Protocol in 2002 and the Paris Climate Agreement in 2017.
  4. Under the Paris Agreement, Parties agree to limit the rise in global temperature well below 2 degrees Celsius above pre-industrial levels and pursue efforts to limit the increase in temperature even further, to 1.5 degrees Celsius. In response to the Paris Agreement and as a signatory to the United Nations Framework Convention



on Climate Change, Cambodia has developed a number of strategies, action plans and reports, such as the National Action Plan for Adaptation (NAPA) 2006, the Cambodian Climate Change Strategic Plan (CCCSP) 2014-2023, Intended Nationally Determined Contribution (INDC) 2015, Nationally Determined Contribution (NDC) Update (2020), and Long-term Strategy toward Carbon Neutrality (LTS4CN) which are the plans that show Cambodia's ambitious to participate in responding to climate change and reducing greenhouse gas emissions in Cambodia by 2050 by the end of 2021 recently.

5. At the 26th Conference of the Parties to the United Nations Framework Convention on Climate Change (COP26) in Chicago, United Kingdom recently, Cambodia, as a low emitter of greenhouse gases, Cambodia Highly committed to tackling climate change by 1) launching more than 400 megawatts of utility-scale solar energy, representing 15% of our energy mix; 2) not developing any new coal power plants 3) not construction any new hydropower dam along the Mekong River.
6. Article 13 of the Paris Agreement establishes an Enhanced Transparency Framework (ETF) for action and support to build mutual trust and confidence among the Parties and to promote the effective implementation of the Paris Agreement. ETF also requires countries to track the progress made in implementing and achieving NDCs. Therefore, the Initiative for Climate Action Transparency (ICAT) has been supporting Cambodia for the development of Measurement, Reporting and Verification (MRV) system through the United Nations Environment Programme (UNEP) DTU Partnership (UDP). It is the second phase, while the first one focused on MRV in Renewable Energy.
7. The Department of Climate Change (DCC), the General Secretariat of the National Council for Sustainable Development (GSSD)/Ministry of Environment (MoE) is the implementing agency of ICAT. Under this project, ICAT supports Cambodia to 1) develop MRV framework for Transport sector and 2) develop capacity on use of transparency related tools (ICAT SD assessment tool and GACMO).



8. I also would like to inform you all that the previous ICAT project had supported to our country on the preparation of MRV system in energy sector, and now, we have accomplished the preparation of MRV system in transport sector.

**Excellencies, Lok Chumteavs, Ladies and Gentlemen!**

9. Taking this opportunity, I would like to highly appreciate the efforts and close cooperation of Excellencies, Lok Chumteavs, Ladies and Gentlemen from the relevant ministries, institutions and educational institutions, and DTU partnership in preparing MRV system in transport sector with successfully, accurately and usable for the transportation sector in Cambodia.
10. Finally, I would like to wish Excellencies, Lok Chumteavs, Ladies and Gentlemen to receive the five blessings of the Buddha: age, class, happiness, strength, and influence. I would like to announce the opening of the workshop from now on!!!

Thank you!



### Annex III List of Participants

No	Name	Sex	Position	Institution	Phone Number	Email
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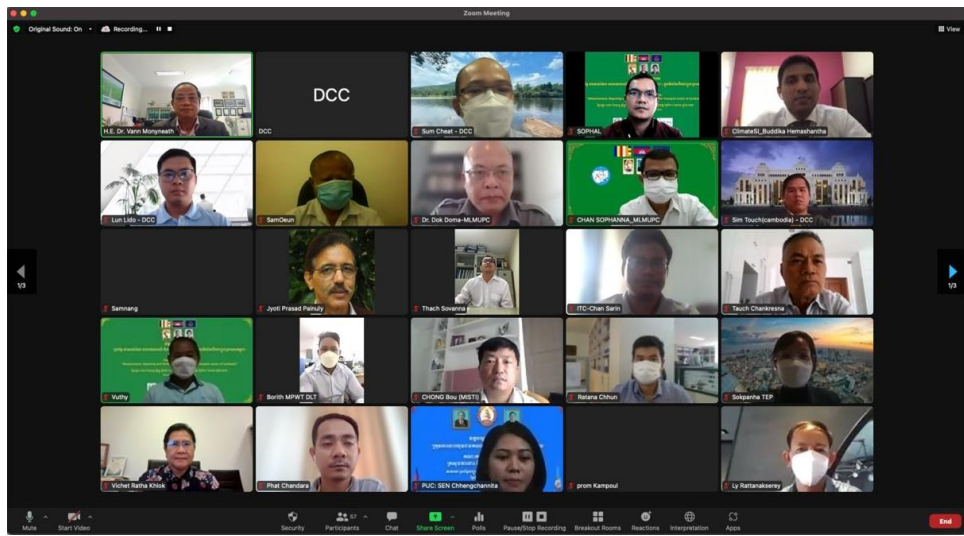
## Annex IV Captured moments



*Welcoming remarks by Dr. Jyoti Prasad Painuly Senior Energy Planner, DTU*



*Opening remarks by H.E. Dr. Vann Monyneath, DG of the GDPS*



Group photos



Closing remarks by Dr. Henning Wuester, ICAT project coordinator, UNOPS