ONLINE VALIDATION WORKSHOP
TOOL FOR ESTIMATION OF GREENHOUSE GAS INVENTORY FOR THE NORTHERN AND THE CENTRAL CORRIDOR

09th March 2021

1. INTRODUCTION

The Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Central Corridor Transit Transport Facilitation Agency (CCTTFA); in partnership with TMEA enlisted a Consultant to undertake a study encompassing several activities towards development of a framework for measuring and monitoring Greenhouse Gas (GHG) emissions along the Northern and the Central Corridor transit routes to guide interventions towards reduction of GHG emissions in the freight transport sector.

The exercise carried out by the Consultant was part of TradeMark East Africa (TMEA) support to corridor management Institutions to establish and harmonize transport Corridors GHG inventories as well as establishment of a monitoring, verification and reporting methodology at the project, Corridor and National levels. The process led to the development of a model that enables the Corridors to estimate GHG emissions emanating from the freight transport sector.

The Consultant completed his assignment and produced a report, however, the validation workshop for the report that had been earlier scheduled to take place in March, 2020 could not take place due to the outbreak of the Covid-19 Pandemic.

Nevertheless, Trademark East Africa in collaboration with the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Central Corridor Transit Transport Facilitation Agency (CCTTFA) organized a virtual meeting for validation of the report by the Consultant on the tool for estimation of the Greenhouse gas inventory along the Corridors on 9th March 2021.

The meeting brought together participants from all the Northern and Central Corridor Member States, (i.e., Burundi, DR Congo, Kenya, Rwanda, South Sudan, Tanzania, and Uganda). In attendance were stakeholders from both public and private sectors involved in the Northern & Central Corridor's activities as well as Regional Economic Communities in addition to Development Partners. The list of participants is attached as Annex I of this report.

2. OBJECTIVE OF THE MEETING

The objective of the Validation Workshop was to:

(i) Validate the findings of the Report of the Study by the Consultant on the Tool for the Estimation of Greenhouse Gas Inventory for the Northern and Central Corridors;
(ii) Agree on the Roadmaps by the Northern the Central Corridor for implementation of the recommendations in the report of the Study.

3. OPENING CEREMONY

The Chief Technical Officer, Ms. Allen Asiimwe from TMEA welcomed all delegates and informed the meeting that since 2018, TMEA has included the issues of climate change in their programs to enable the monitoring of GHG emissions along the Corridors. The meeting was informed that TMEA was looking at supporting regional Governments in the implementation of policy measures relating to the environment and support to the private sector to adopting new technologies that are more fuel-efficient. She noted that there is a need for transformation of the region's freight transport as more road haulage is expected with the increase in intra-African trade.

Captain Dieudonné Dukundane, the Executive Secretary of the CCTTFA lauded the partnership between the three institutions in undertaking the study. He noted that in the context of the African Continental Free Trade Area (AfCFTA), connectivity market opportunities will expand and it is of utmost importance to ensure a greener and sustainable connectivity while ensuring an efficient logistics chain. He mentioned that corridor Authorities will continue to engage the Government and private sector to ensure the recommendation of the study are implemented.

Ms. Frida Youssef, from the United Nations Conference on Trade and Development (UNCTAD), noted that environmental connectivity should be pursued as it is a core part of sustainable connectivity and the region should serve as an example for good practice to other Corridors Management Institutions. She noted that the next step is to move in the implementation of strategies on green mobility to abate the environmental footprint of greenhouse gas emissions.

In his opening remarks, Mr. Omae NYARANDI, the Executive Secretary NCTTCA, on behalf of the Northern Corridor Secretariat warmly welcomed all members. He applauded the two-corridor management institutions for the well-coordinated initiative and TMEA for the support. He informed the meeting that with the support from UNCTAD and other Development Partners has seen the development of the green freight program which is currently being implemented.

The Executive Secretary called for more resource mobilization and partnerships in implanting the strategizes and activities geared toward lowering the carbon footprint of the region. He reminded participants of the need to develop and agree on both Northern & Central Corridors roadmap for Green Transport and Logistics Corridors to mitigate GHG emissions and strengthen climate resilience with a harmonized and coordinated approach along both Corridors in Eastern Africa.

4. PRESENTATION OF THE TOOL FOR THE ESTIMATION OF GREENHOUSE GAS INVENTORY FOR NORTHERN AND CENTRAL CORRIDORS

The study and report on the Tool for the Estimation of Greenhouse Gas Inventory for the Northern and Central Corridors GHG baseline study was done by a consortium of Climate Care Ltd and Meghraj Capital in conjunction with both the Northern and Central corridor management institutions

Mr. Tom Owino from Climate Care Ltd. and Mr. Joseph Prakash of Meghraj Capital gave a highlight of key findings from the report.

It was noted that the main objective of the study was to support the establishment of a system for the estimation of GHG emissions for the road freight sector for the Northern and Central Corridors. This would help in monitoring, reporting, and verification on GHG.

The approach in development GHG estimation methodology and inventory was based on exiting models which were reviewed with respect to data requirements, robustness, transparency, comprehensiveness, and compliance to international standards, UNFCCC/IPCC & harmonized approach.

The data collection for the tool was sourced from the transport observatories. The gaps in the data from the Observatories were filled by a survey carried out by NCTTCA on aspects such as; truck categories, vehicle make, gross weight of different category of trucks, fuel consumption (loaded and empty trips), average vehicle age among other parameters.

The consultants highlighted some of the results for the emissions baseline for the year 2018 accounting for Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide and (N_2O). Non-Methane Volatile Organic Compounds (NMVOC), Carbon Monoxide (CO), Nitrogen Oxides (NO_X), and Sulphur Dioxide (SO_2) pollutants were also accounted for. See the report of the Study by the Consultant for more details. It was noted that GHG emissions from transport corridors of selected countries constitute a significant portion (48-97%) of total GHG emissions

The report identifies GHG emission reduction potential in possible climate change mitigation projects of the corridors and gives the following recommendations:

(i) Modal shift: The intensity of GHG emission intensity is higher for roadways, as compared to railways and inland waterways. Substantial GHG emission reduction potential exists in modal shift (roadways to railways/inland waterways).

(ii) Improving road conditions: The poor road condition impacts the speed of the vehicle, which increases fuel consumption and ultimately, increases GHG emission.

(iii) Capacity building of truck drivers on eco-driving practice.

(iv) Reduction in empty return trips through smart practices like route optimization, aggregator model.

(v) Green leadership program for truck operators/fleet owners whereby the truck operators can take voluntary climate targets like improvement in fuel efficiency, reduction in pollutants among others, as defined in the program depending upon the type of truck, age, and characteristics, etc. Truck operators/ fleet owners can be incentivized upon achieving the targets.

(vi) Vehicle efficiency improvement projects: After engine losses, the majority of energy losses are due to aerodynamic drag. Corridors can collaborate with national automobile research institutes and truck manufacturers to standardize the aerodynamic features of the trucks.

The meeting noted that solutions to the introduction of green freight transport exist. However, some of the measures, for instance, adopted cleaner fuels that can support stricter vehicle emission standards e.g., Euro IV equivalent vehicle emission standards have been lagging.

5. ROADMAP

The meeting noted that the region's Transport is yet to start its greening as it is lagging behind the other parts of the world in revising policies to promote climate mitigation and applying new low-carbon technologies. There is, therefore, need to reflect on ways and means to bridge the gap compared to other parts of the world and achieve more effective green freight transport.

This will involve among others, having the appropriate understanding of the issues at stake, building a consensus among key stakeholders involved on the need to develop sound policies and strategies to incentivize green transport, strengthening the capacity of institutions involved in driving the policy dialogue at the national, corridor and regional levels.

Some of the key recommendations and take away proposals from the discussions include:-

(i) Corridor Authorities to set up stakeholder consultations program in strengthening and harmonization of policy and action planning in the region. This will ensure Green Freight Transport is well Understood and mainstreamed in the Member States.

(ii) Ensure regular data collection and monitoring of the GHG indicators for GHG and pollution emissions. The report provides a starting point in the development of monitoring and verification framework for monitoring GHG emissions along the corridors and therefore the Corridor Authorities shall adopt the tool in their methodologies and data models.

(iii) The Corridor Authorities agreed that regularly available, sound and robust data is key to informing decision-making policy processes and enhancing evidence-based advocacy while enabling monitoring of the result of corrective measures taken. The tool will therefore be populated with the current data to track the implementation of emission mitigation measures and target review and setting.

(iv) Develop guidelines on the development and implementation of an action plan for the mainstreaming of green freight standards and practices in the development of the Corridors.

(v) Follow-up on the Regional harmonization of fuel and vehicle standards and adoption of cleaner fuel standards to attract fuel-efficient and cleaner vehicles.

(vi) Develop transport and logistics sectors ICF systems to improve efficiency and thus lower emissions.

(vii) Corridor Authorities to identify flagship projects/program on green freight transport and incorporate in their plans.

(viii) Need for Stakeholders' capacity building technical advice for the implementation of the recommendation's, actions and projects on sustainable freight transport.

(ix) Fundraising and resource mobilization for Green Corridors program initiatives and exploring the possibility of an Emission trading system.

(x) Development of a regional charter on Green freight.

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ANNEX I

LIST OF PARTICIPANTS TO THE VALIDATION WORKSHOP ON GREENHOUSE GAS INVENTORY REPORT

	NAME		EMAIL ADDRESS
1	Claude Hakizimana		haclaude16@gmail.com
2	Eng. Gérard Ndayisenga	Agence routière, Ministère des Infrastructures, de l'équipement et des logements sociaux-Burundi	gndayisenga45@gmail.com, +257 69097685
3	Joseph Prakash	Associate Director, Meghraj Capital Advisors	joseph@meghrajindia.com, +919810641889
4	Simple Moraiya	Analyst, Meghraj Capital Advisors	Simple@meghrajindia.com
5	Honoré Mafuika	Offices des Routes, DRC	honomafuika@googlemail.com
6	Richard Businge		r.businge@urc.go.ug
7	Fred Ahimbisibwe	URA, Uganda	ahimbisibwe.fred@yahoo.com
8	Derrick Senyonga		dericksenyonga@gmail.com
9	Lomuro Lasu		lomurlasu@gmail.com
10	Allen Asiimwe	Chief Technical Officer, TMEA	allen.asiimwe@trademarkea.com
11	Jane Birungi	RRA Liaison Manager Kenya	Tel: +254706445458, jane.birungi@rra.gov.rw
12	Mr. Omae Nyarandi	Executive Secretary, NCTTCA	jnyarandi@ttcanc.org
13	Stephen Baguma	TMEA	stephen.baguma@trademarkea.com
14	Erick Peter Munda		
15	Ecklesia J. Sironga		
16	Ann Mbiruru	TMEA	ann.mbiruru@trademarkea.com
17	Lucy Chetalam	TMEA	lucy.chetalam@trademarkea.com
18	Doreca Musenga	TMEA	doreca.musenga@trademarkea.com
19	Victor Ong'ele	TMEA	victor.ongele@trademarkea.com
20	Tom Owino	ClimateCare ltd	+2540720788032, tom.owino@climatecare.org
21	Jacob Hodari	TMEA	jacob.hodari@trademarkea.com
22	Emmanuel Imaniranzi	NCTTCA	eimaniranzi@ttcanc.org
23	Denis Muganga	NCTTCA	dmuganga@ttcanc.org, +254 721 285 800
24	Waturi Matu	Senior director, business competitiveness, TMEA	waturi.matu@trademarkea.com
25	Zizi Maksudi Lila	Revenue authority RSS Customs Division	Tel 211 920236262

26	Erick Peter Munda	Ministry of Works and Transport in Tanzania.	+255655696566, erick.munda@uchukuzi.go.tz
27	Ecklesia J. Sironga	Ministry of Works & transport, environmental officer	ecklesia.sironga@uchukuzi.go.tz phone: 0717802669.
28	Lado Tombe	Ministry of Transport, South Sudan	+211 925719435 & +211 912930211 ladotangun@gmail.com
29	Sandra Nyambuza	TMEA, Burundi	sandra.nyambuza@trademarkea.com
30	Marindany Kirui	Coordinator, National Ozone Unit (NOU), Ministry Of Environment And Forestry, Kenya	Tel: +254 722847342, email: marindanykirui@yahoo.com
31	Medrine Joseph	Tanzania Truck Owners Association (TATOA)	
32	Anataria Uwamariya	Director Export Capability, TMEA	anataria.karimba@trademarkea.com
33	Frank Ngoga	CCTTFA, Tanzania	ngogaf@gmail.com
34	Ruhara Jean Bosco	Ministère du commerce, du transport, de l'industrie et du tourisme, Burundi	ruharabos@gmail.com, +257 79965325
35	Maureen Rumadi	TMEA	maureen.rumadi@trademarkea.com
36	Emile Sinzumusi	NCTTCA	esinzumusi@ttcanc.org Tel: +254700738092
37	Denis Maina	Environment and climate change officer, TMEA	denis.maina@trademarkea.com
38	Melap Sitati	Statistician, NCTTCA	msitati@ttcanc.org
39	Jane Akumu	Programme officer, UNEP, Nairobi	akumu@un.org
40	Amos Mwangi	UNEP, Nairobi	amos.mwangi@un.org
41	Liévin Ndayizeye	Office Burundais pour la Protection de l'environnement (OBPE).	ndayizeyelievin@yahoo.com, +257 79 697 988,
42	Collins Kamire	Kenya National Bureau Of Statistics, Kenya	
43	Thoya Joseph	Kenya National Bureau Of Statistics, Kenya	
44	Eng. Charles Habarugira Sabiiti	Infrastructure specialist, Central Corridor, TTFA	csabiiti@yahoo.co.uk
45	Ally Hamud Kakomile	Field Surveys Supervisor/CCTTFA.	allyk@centralcorridor-ttfa.org,+255712063730,
46	Loice Owino	Kenya railways	Lowino@krc.co.ke
47	Eric Ntangaro	Executive Secretary, ATIB, Burundi	entangaro@gmail.com +257 79593 678
48	Faraji Kondo	CCTTFA, Tanzania	Farajik@centralcorridor-ttfa.org, +255719818858
49	Hannah Ngugi	Programme	hannah.ngugi@trademarkea.com

		Manager, Ports Engineer, TMEA	
50	Adonai Ntongo Monene	CEPCOR, DRC, Kinshasa	Adonaintongo2021@Gmail.Com, +243825479276
51	Majambere Jean Claude,	Attaché De Direction Au Global Port Services Burundi.	
52	Skaiky Khairallah	(TAT) Transport Association of Tanzania.	+255 754 988 110
53	Josephine Uwineza	Programme Manager OSBP/IBM, TMEA	josephine.uwineza@trademarkea.com
54	Prof. Lievin Chirhalwirwa	NCTTCA	lchirhalwirwa@ttcanc.org
55	Frida Youssef	Trade logistics - UNCTAD	frida.youssef@un.org
56	Gideon Chikamai	NCTTCA	gchikamai@ttcanc.org
57	Aloys Rusagara Bayiro	NCTTCA	arusagara@ttcanc.org
58	Fred Paul Babalanda	NCTTCA	pbabalanda@ttcanc.org
59	Alex Ruzindana	ICT Expert, NCTTCA	aruzindana@ttcanc.org
60	Captain Dieudonné Dukundane	Executive Secretary, CCTTFA	dieudonned@centralcorridor-ttfa.org
61	Polycarp Ndivito	FEC, DRC	ndivitopolycarpe@gmail.com
62	Melchior Barantandikiye	CCTTFA, Tanzania	melchiorb@centralcorridor-ttfa.org
63	Mikko Lepannen	TMEA, Nairobi	mikko.leppanen@trademarkea.com
64	Noah Kipyegon	NCTTCA	nkipyegon@ttcanc.org
65	Cezzy Kanionga	NCTTCA	ckanionga@ttcanc.org
66	Desire Buconyori	NCTTCA	dbuconyori@ttcanc.org
67	Nelson Karanja	TMEA	nelson.karanja@trademarkea.com
68	Herman Kwoba	Project Officer, GIZ	herman.kwoba@giz.de
69	Jovin Mwemezi		jovin.mwemezi@trademarkea.com
70	Amos Mwangi		
71	Samuel Helu	TMEA	samuel.helu@trademarkea.com
72	James Mwangi Wangui	NCTTCA	jmwangi@ttcanc.org