UK PACT

Transport climate action: boosting business and clean air

Capacity building workshop on planning and accessing finance

Day 1 – Transport Climate Action Planning

Tuesday 24 March 2026

Escher Silverman Global · CEG Engineering Your Vision · AP3 · LOCAT Partnership · SEI Stockholm Environment Institute · University of York

Welcome to the Open Plenary

Dr. Emmanuel Onwodi
Project Lead
Escher Silverman Global Ltd.

Agenda

Time	Presentation
9:00 - 9:45	**Arrival and Registration**
	OPEN PLENARY SESSION
9.45 - 10:00	**National Anthem**
10:00 - 10:15	**Welcome** *Dr Emmanuel Onwodi, Project Lead - Escher Silverman Global Ltd*
10:15 – 10:30	**Workshop programme** *Dr Gary Haq, Stockholm Environment Institute, University of York*
	Setting the Scene: Nigeria's Climate and Clean Air Landscape
10:30 -10:45	**Climate and Transport Policy in Nigeria** *Olumide Onitekun, AP3*
11:15 -11:30	**Climate Governance in Nigeria** - *Michael Ivenso (NCCC)*
11:30 -12.00	**Including GEDSI in Climate Action Planning** - *Etienying Akpanusong, Social Capital Specialist*
12:00 - 12:30	***TEA BREAK***
	Foundations of Transport Climate Action Planning
12:30 - 13:30	**Core components of Climate Action Planning** *Dr Gary Haq, Stockholm Environment Institute, University of York*
13.00 - 13.15	**Business Perspective -** *Azizat Mohammed Adangba, Greentech Energy*
13:15 - 14:15	**Lunch Break**
	CLOSED SESSION – INVITATION ONLY
	Interactive Session 1
14:15 – 15:15	**Technical and Data Challenges** *Dr Bernard Obika,CEG, Jennifer Aghaji, University of York*
	Interactive Session 2
15:15 – 16:30	**Identifying Mitigation Pathways** *Dr Gori Olusina Daniel and Kazeem Sanusi AP3, Ruth Ibiyedi Dada, ESG*
16:30 – 16:45	**Feedback - Menti.com**
16;45 – 17:00	**Plans for Day 2 and Departure**

Private Sector Transport Climate and Clean Action in Nigeria Project

Dr Gary Haq
Consortium Lead
Stockholm Environment Institute,
University of York

Closing the Gap

The UKPACT project on Transport Climate Action aims to close the gap on meet some of the challenges.

In 2026, we will be hosting several capacity building activities to support private sector companies in take climate action in their transport operations.

We will provide:

- Hands on training
- Methods to assess air pollutant and greenhouse gas emissions
- Support business and government partnerships for better climate governance and access to climate finance

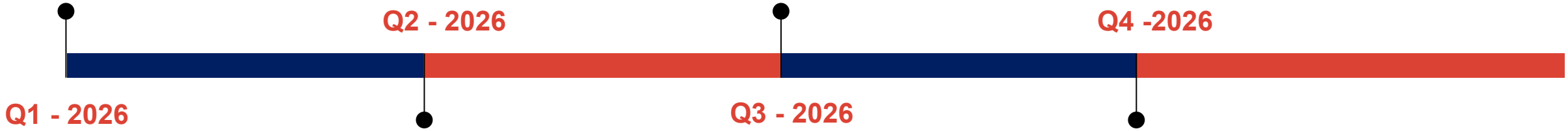
Empowering private sector leaders to provide leadership on cleaner, low-emission, climate-resilient transport.

For more information, visit www.ukpact.co.uk

Consortium Lead | International Partners | Local Partners

Looking Ahead

- **March:** A webinar will be held on the 5th to further engage the private sector. Capacity-building workshops on climate action and climate finance in Abuja and Enugu (23rd – 27th).



- Webinar emissions
- B2G and B2B Dialogue

- Climate aligned - planning for the transport sector

- Private sector roadmap for inclusive climate action
- Finalisation of climate action framework, emissions and climate finance guides.

For more information, visit www.ukpact.co.uk

Consortium Lead | International Partners | Local Partners

Progress to Date

01 Understanding

- **Situational Analysis** to understand the policy context in Nigeria was completed.
- **Analysis of** stakeholders to understand the key players in the sector has been started.
- **Assessment of stakeholder** priorities to determine capacity needs and interest is in progress.

02 Engagement

- **Engagement workshops in Abuja and Enugu** to introduce the project and raise awareness of climate action were held in December 2025.

03 Capacity Building

- **Webinar** will be held on **5 March 2026** to further engage the private sector.
- **Capacity building workshops** will be held in Abuja and Enugu on climate action and climate finance **23-27 March**.

04 Partnerships

- **Discussions have been held** with key potential partners who support is needed to achieve the project outcomes.

These include:

- National Council on Climate Change
- Federal Ministry of Environment
- Development Bank of Nigeria
- Nigerian Economic Summit Group
- LAMATA
- National Association of Road Transport Owners
- Dangote Cement Plc
- Chartered Institute of Logistics and Transport
- Federal Road Maintenance Agency (FERMA) Sustainability Unit
- Office of the Senior Special Adviser on Climate Finance and stakeholder engagements
- Nigerian Institute of Transport Technology

For more information, visit www.ukpact.co.uk

Aim of the First Day

Focus on transport climate action planning

Aim is to:

- build foundational understanding of transport climate action planning
- identify technical, data and institutional challenges faced by private sector and governance actors in Nigeria.

Improve understanding and skills for transport climate action planning

Climate and Transport Policy in Nigeria

Moving from Ambition to Adoption through UK PACT

Olumide Onitekun
Project Manager
AP3 Advisory

Why Transport Matters in Nigeria

18% of the national GHG emissions is generated from the sector and is the third-largest emitting sector

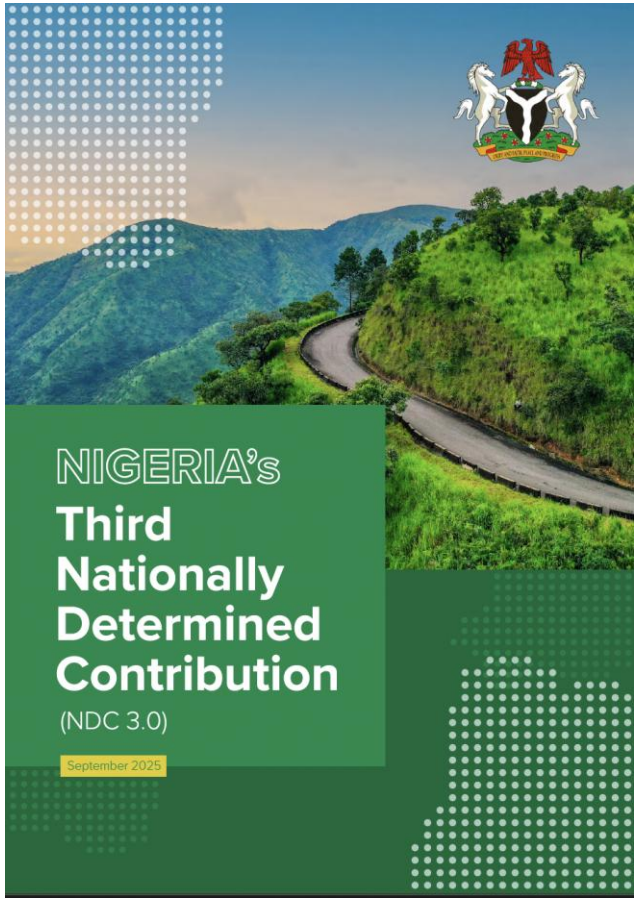
69% of Nigeria's total fossil fuel in 2020 is consumed by the sector.

90%
Road transport dominates

66%
Passenger mobility is driven by private cars

For more information, visit www.ukpact.co.uk

Policy Direction for Transport Decarbonisation (NDC 3.0)



01 **Shift to cleaner fuels:** Replace diesel with cleaner options, with 50% of locomotives using CNG by 2035

02 **Accelerate vehicle transition:**
- 30% of vehicles (cars, HDVs, LDVs) to be electric
- 20% of vehicles to run on CNG

03 **Improve vehicle standards:** Achieve 100% adoption of EURO IV emission standards by 2030

04 **Expand public transport:**
- Increase BRT to 22% of total passenger travel
- Scale metro systems in Abuja and Lagos

05 **Decarbonise aviation:** Introduce lower-carbon and sustainable aviation fuels to replace jet fuel

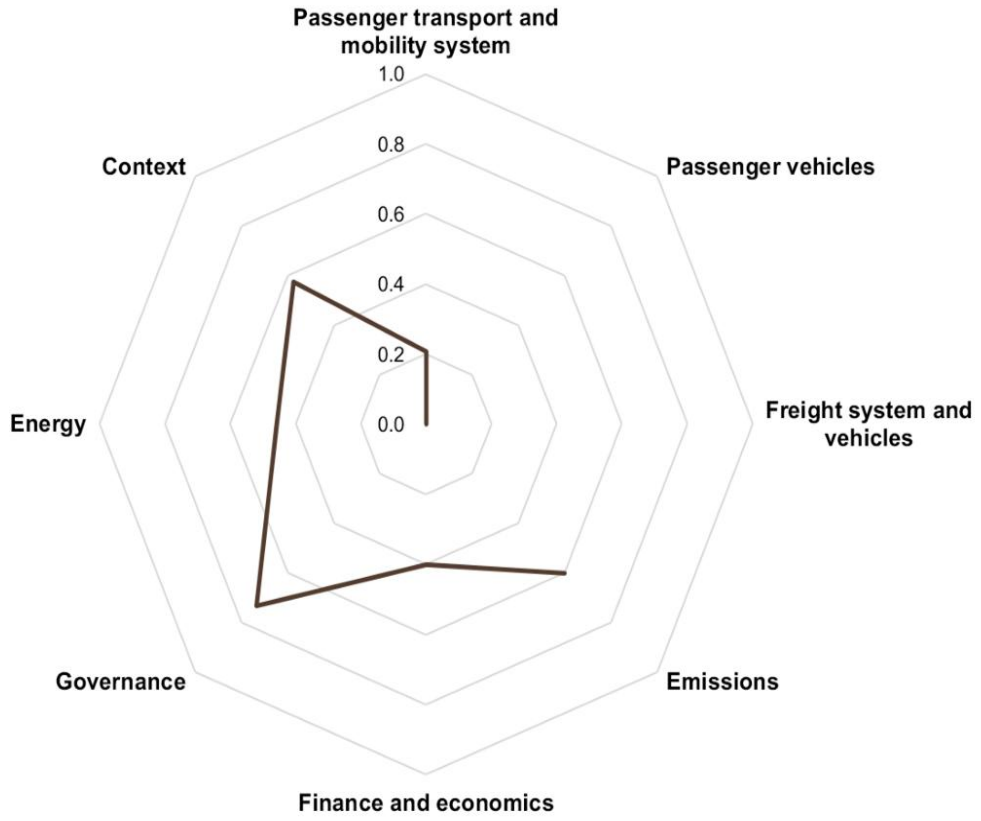
44.3 Mt CO2e

Sectoral mitigation potential

The policy direction is clear and quantified; the next step is delivery at scale.

Transport Decarbonisation Performance

Nigeria's transport sector was assessed under the Transport Decarbonisation Index (TDI) as part of the High Volume Transport (HVT) Applied Research Programme, supported by UK Aid.



Nigeria performed relatively well on **governance**, particularly in vehicle emission standards and clear fuel regulations

However, the country scored **lower on implementation outcomes**, notably in: emissions reduction, access to climate finance, quality and coverage of public mobility systems

Key gaps identified include:

- underinvestment in public transport
- limited walkability and non-motorised infrastructure
- slow progress on fleet electrification

For more information, visit www.ukpact.co.uk

Strong Policy, Limited Scale

EV adoption gained momentum between 2020–2022 (moving from 4.2% to 7.1%), but has not translated into large-scale adoption afterward.

As of early 2025, Nigeria has less than 20,000 EVs on its roads, representing less than 1% of the total vehicle fleet.

Why Scale is Not Happening

- Policy shift toward CNG slowed EV momentum
- Limited infrastructure (charging, grid)
- High upfront costs & limited finance
- Weak market confidence

For more information, visit www.ukpact.co.uk

The Real Constraint – Adoption at Scale

Transition depends on private sectors:

Fleet Operators

- *Need to invest in zero emission vehicles*
- *Upgrade fleet management systems*

Logistics Companies

- *Need to invest in efficient routing, cleaner trucks, and digital systems*
- *Shift toward low-emission logistics models*

Manufacturers

- *Need to invest in local production of EVs and components*
- *Build assembly capacity and supply chains*

Service Providers

- *Need to invest in charging infrastructure, refuelling systems, and technical skills*
- *Develop maintenance ecosystems for new technologies*

Why Adoption is Slow (Key Barriers)

Finance

- ❑ Limited access to affordable transition finance
- ❑ High cost of capital, unaffordable fleet upgrades

Enforcement Gap

- ❑ Emission standards exist but enforcement is weak (limited inspection facilities, old vehicle imports)
- ❑ Uncertainty around standards and incentives

Business Models

- ❑ Lack of bankable, scalable models
- ❑ Limited risk-sharing mechanisms

Weak Coordination

- Fragmentation across policy, finance, and industry
- Weak public-private alignment

How the UK PACT Project Addresses the Barriers

Implementation Gap	Barrier	UKPACT Project Response
Capacity & Knowledge Gaps	• Limited technical understanding of low-carbon solutions • Weak capacity to design and implement projects	• Stakeholder priority assessment to identify knowledge gaps • Sector-specific training manuals and capacity-building workshops • Peer learning forums and business-to-business exchanges
Lack of Bankable Project	• Projects are not investment-ready • Weak financial structuring	• Training on developing bankable climate projects • Guide for Developing Climate-Aligned Transport Projects • Carbon market participation tools and templates
Limited Access to Climate Finance	• Poor understanding of financing pathways • Low participation in carbon markets	• Climate finance & carbon market tools and templates • Support for developing finance-ready pipelines
Weak Policy–Market Alignment	• Disconnect between policy, financiers, and private sector • Regulatory uncertainty	• Structured B2G dialogues (transaction-enabling platforms) • Guidance for compliance with climate and transport regulations

Lack of Coordinated Action	• Fragmented approach across actors
	• No clear transition roadmap at firm level
		• Development of Climate Action Plans covering:
		  ○ Emissions reduction
		  ○ Climate finance
		  ○ Policy alignment
		  ○ GEDSI integration

Climate Governance in Nigeria

Michael Ivenso
Director for Energy, Transportation, and Infrastructure
National Council on Climate Change

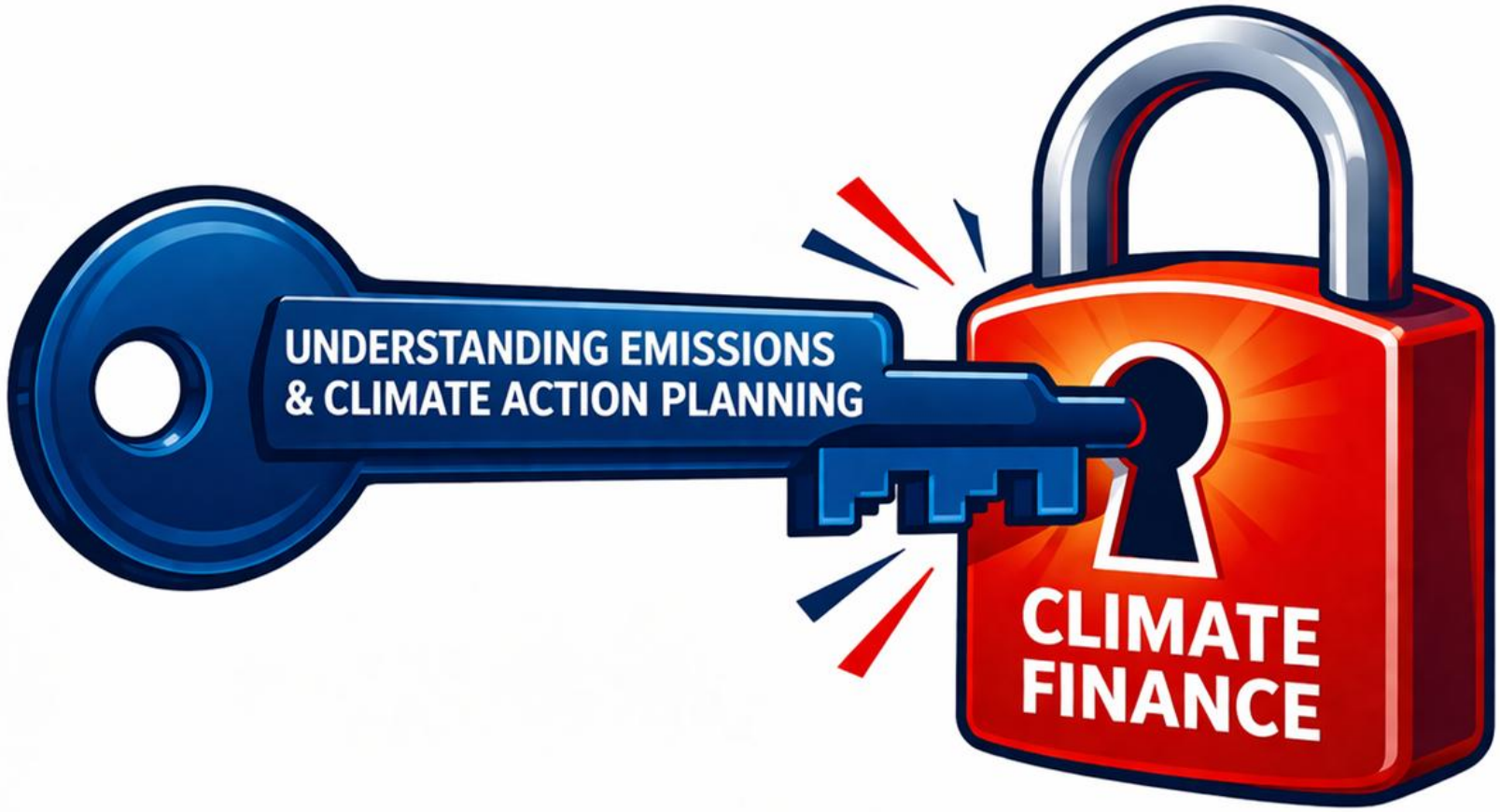
How to include Gender, Equality, Disability and Social Inclusion (GEDSI) in Climate Action Planning

Etienying Akpanusong
Social Capital Development Specialist

Foundations of Climate Action Planning for Transport

Dr Gary Haq
Consortium Lead
Stockholm Environment Institute,
University of York

Unlocking Climate Finance



Robust emissions data and clear climate action plans are essential for unlocking climate finance

For more information, visit www.ukpact.co.uk

What is Climate Action Planning?

A structured business process that enables transport companies to:

- measure and manage emissions
- set targets and priorities
- identify cost-effective actions
- develop implementation and investment strategies

Climate Action planning is a business tool to reduce costs, improve efficiency, and unlock climate finance

For more information, visit www.ukpact.co.uk

Why Business should be interested?

- Fuel use is one of your biggest costs
- Inefficiency means lost money
- Measuring emissions helps you identify savings
- Improving efficiency reduces costs and risk
- Climate action improves access to finance

Climate action is not just environmental - it is a business strategy

For more information, visit www.ukpact.co.uk

The Challenge

Climate Risks for Transport Businesses

Heat

Higher fuel and cooling costs
Road surfaces can soften

Flooding and Heavy Rain

Disruptions and delays
Damage to roads and facilities

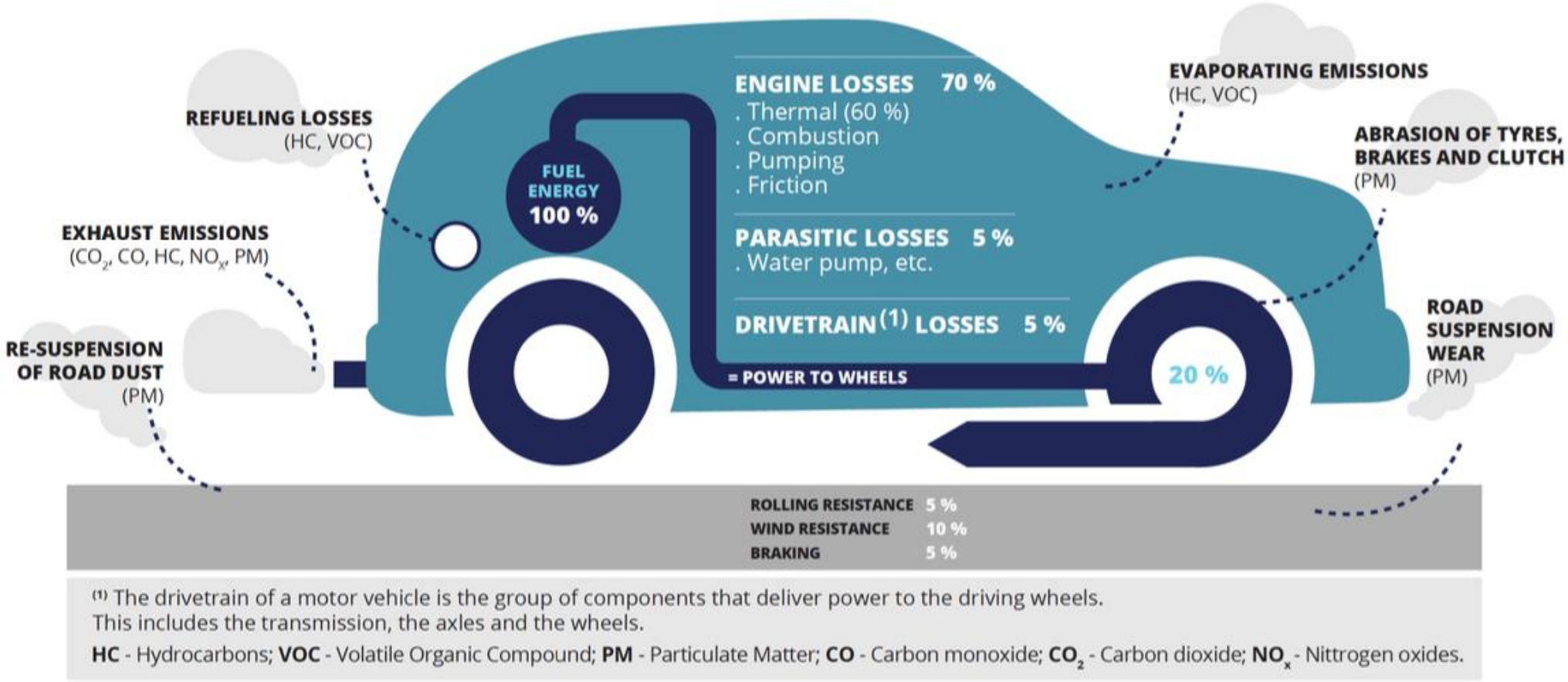
Storms and Extreme Weather

Service interruptions
Infrastructure damage

Climate risks increase costs, delays and operational disruption

For more information, visit www.ukpact.co.uk

Vehicle Emissions



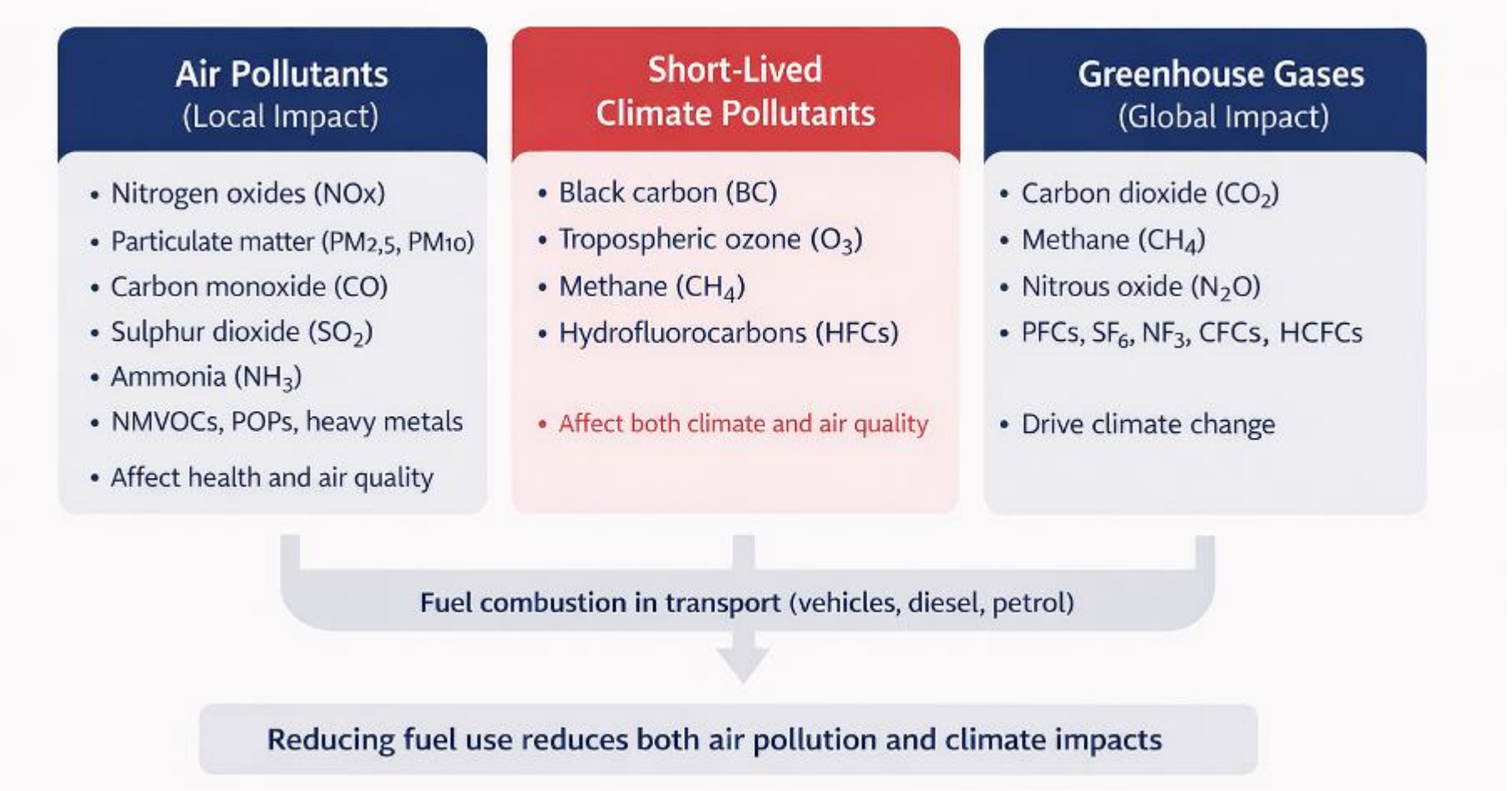
(1) The drivetrain of a motor vehicle is the group of components that deliver power to the driving wheels. This includes the transmission, the axles and the wheels.

HC - Hydrocarbons; **VOC** - Volatile Organic Compound; **PM** - Particulate Matter; **CO** - Carbon monoxide; **CO_2** - Carbon dioxide; **NO_x** - Nittrogen oxides.

Source: EEA (2016)

Illustrative example based on a typical vehicle — the same principles apply to vans, trucks and buses, with differences in scale and operation.

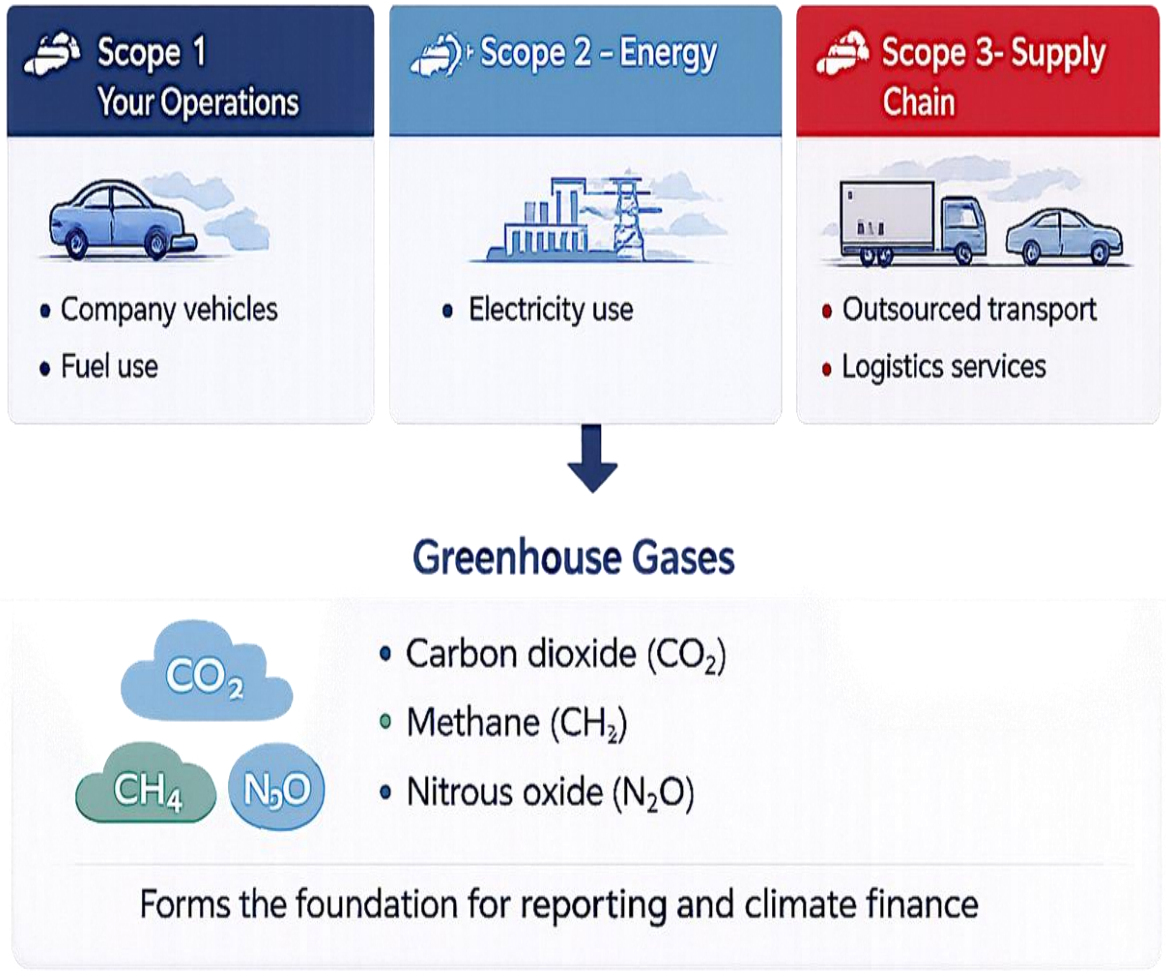
Transport Emissions – one source, two impacts



Improving fuel efficiency reduces costs, emission, and health impacts

For more information, visit www.ukpact.co.uk

Understanding greenhouse gas emissions



The **Greenhouse Gas Protocol** defines the Scope 1, Scope 2, and Scope 3 framework, which companies often use to categorise emissions in their accounting.

- **Scope 1** emissions refer to **direct emissions** from sources owned or controlled by the company, such as fuel combustion in company-operated vehicles.
- **Scope 2** emissions refer to **indirect emissions** associated with purchased electricity, such as electricity used in depots, warehouses, or offices.
- **Scope 3** emissions include emissions that occur **across the broader value chain**, including subcontracted transport services, fuel production, and upstream supply chain activities.

For more information, visit www.ukpact.co.uk

Understanding Greenhouse Gas Emissions

- Measured using Scope 1, Scope 2, Scope 3
- Focus on carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O)
- Based on fuel use, electricity use, and transport activity
- Forms the foundation for reporting and climate finance

Greenhouse Gases

Extending to Air Pollution

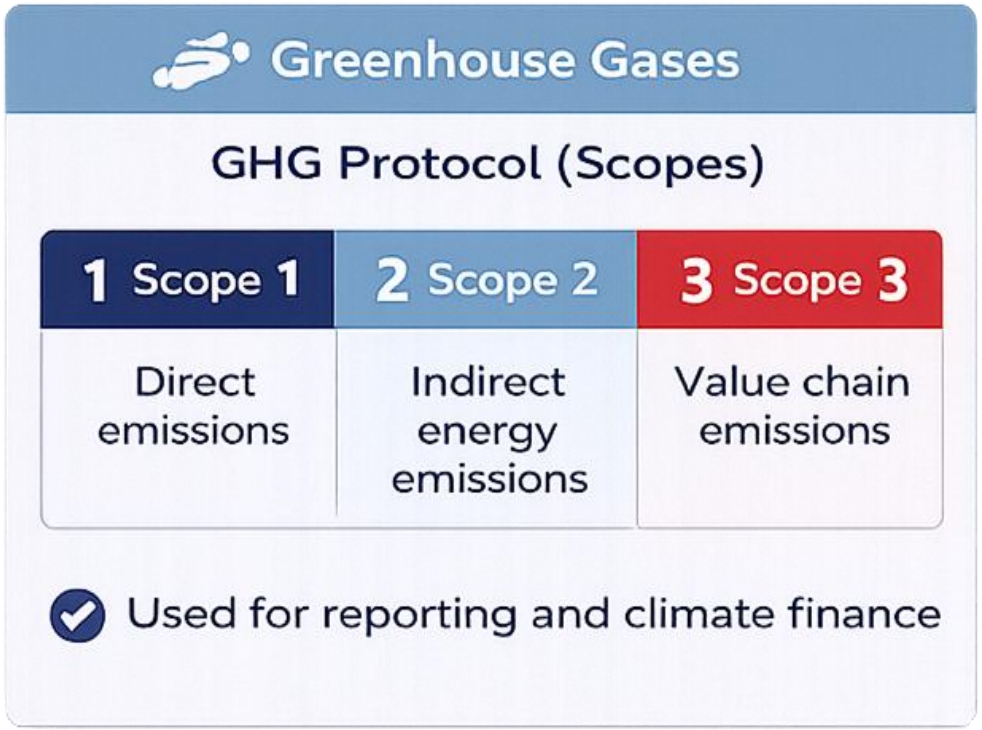
- Includes particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO)
- Not classified under Scope 1, 2, 3

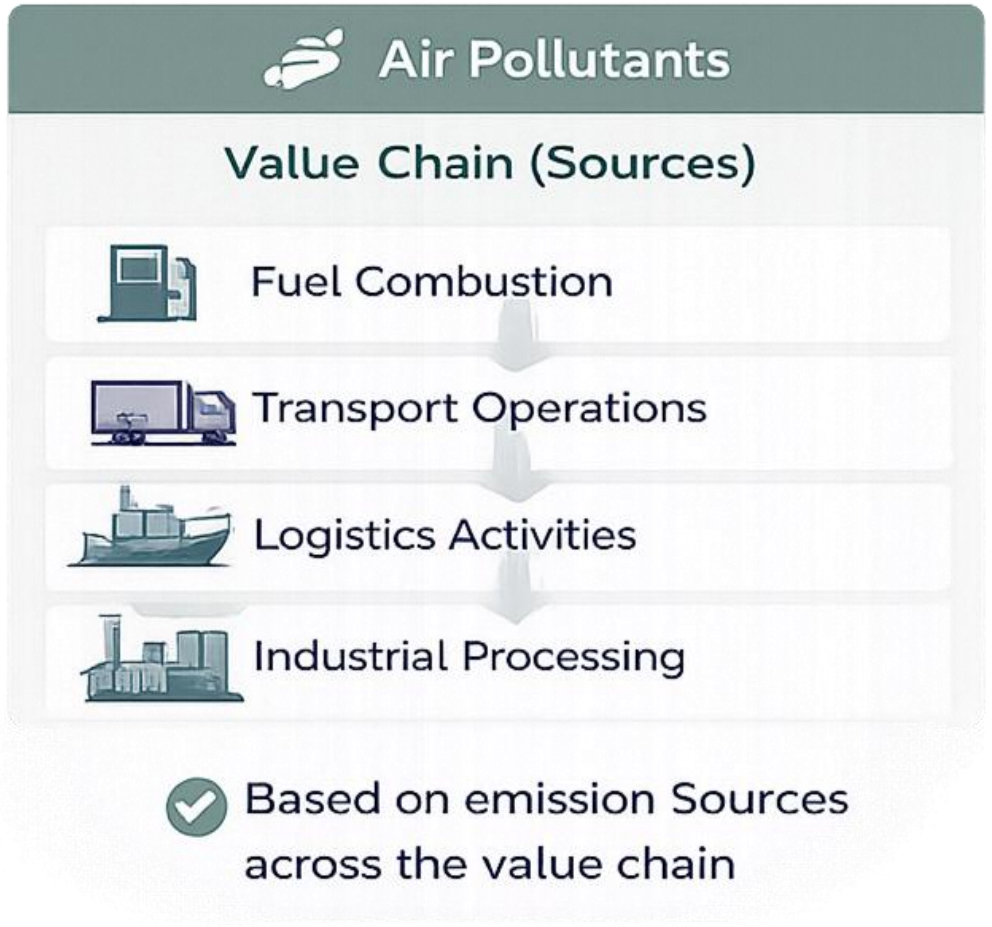
Measured by:

- Emission source (fuel combustion, transport, etc.)
- Value chain activities
- Uses the same operational data as GHGs

Air Pollutants

Understanding emissions





For more information, visit www.ukpact.co.uk

One System, Two Outcomes

- Fuel use drives both:
- Greenhouse gases → climate change
- Air pollutants → health impacts
- Same data, same operations

Start with GHGs and expand to air pollution

Climate Action Framework

Climate Action Framework

- A practical, step-by-step process for managing emissions
- Starts with understanding fuel use and emissions
- Focuses on improving operational efficiency
- Identifies cost-effective actions
- Links actions to investment and finance

Measure → understand → act → invest → improve

For more information, visit www.ukpact.co.uk

Climate Action Framework

1. Define boundary
2. Measure emissions
3. Identify hotspots
4. Take action
5. Develop a plan
6. Invest and implement
7. Monitor, Report and improve

For more information, visit www.ukpact.co.uk

Define the Boundary – where to start

Start with Greenhouse Gases (GHG Protocol)

- Begin with Scope 1 emissions
- Focus on direct emissions from your operations
- Company vehicles
- Fuel use

Use the same operational boundary for air pollutant emissions

- Focus on emission sources in **your operations** Include transport activities **within and beyond Nigeria** where operated by the company
- Fuel combustion (petrol and diesel)
- Transport activities

Use available operational data

- Fuel consumption
- Vehicle activity (distance, trips)

Expand over time

- Include Scope 2 and Scope 3 (GHGs)
- Extend to contractors and supply chain

The boundary includes all transport operations under the company's control, both within Nigeria and across borders where relevant.

If you control the vehicle and fuel use, it is inside your boundary - regardless of where it operates.

STEP 1:

Define Boundary

Start with Scope 1 and your operations - measure once, manage both climate and air pollutant emissions

Estimate Emissions Using Available Data

How emissions are calculated:

Emissions = Activity Data × Emission Factor

Activity data: fuel use, distance travelled

Emission factors: emissions per unit of fuel or activity

Where to start:

- Focus on fuel consumption (most important)
- Use data from vehicles and operations (Scope 1)
- Use simple approaches:
- Begin with basic (Tier 1) methods – default emission factor and fuel data
- Use available operational data
- Improve accuracy over time

STEP 2:

Measure Emissions

Start simple:

use fuel or distance data to estimate emissions

Identify Hot Spots

Where to look first:

- Fuel use in vehicle fleets (main source)
- High-use routes and long-distance transport
- Inefficient vehicles or operations
- Subcontracted transport (if data available)

STEP 3:

Identify Hotspots

Activities that generate the largest share of emissions and fuel costs

How to identify Hot Spots

Analyse emissions by:

- Vehicle type
- Route or operation

Compare:

- Fuel consumption
- Distance travelled

Use simple indicators:

- Emissions per kilometre
- Emissions per tonne of freight

STEP 3:

Identify Hotspots

Instead of trying to fix everything, focus on hot spots areas first to get the biggest impact.

Take Action to Reduce Emissions

Low cost, immediate savings	**Improve operations (quick wins)** • Eco-driving • Vehicle maintenance • Reduce idling
Larger long-term reductions	**Upgrade vehicles and technology** • Newer, more efficient vehicles • Hybrid or electric vehicles • Cleaner fuels
Lower fuel use and improve efficiency	**Optimise logistics** • Better route planning • Reduce empty trips • Consolidate deliverables

STEP 4:

Take Action

Combine operational improvements, technology, and logistics changes for maximum impact

Develop a structured roadmap to reduce emissions and improve efficiency

What it includes

- **Emissions baseline** (from your inventory)
- **Priority mitigation actions**
- **Clear targets** (what you aim to reduce)
- **Implementation plan** (who does what, and when)
- **Monitoring system** (track progress)

Why it matters

- Links **data → action → investment**
- Supports **better operational decisions**
- Required for **accessing climate finance**

Key features

- Set **clear and measurable targets**
- Assign **roles and responsibilities**
- Update regularly as data improves

STEP 5:

Develop a Climate Action Plan

Turn data and actions into a clear plan that guides decisions and investment

Turn priority actions into investment opportunities

What a strong investment requires

- Baseline emissions (current situation)
- Expected emissions reductions
- Clear project definition

Financial considerations

- Investment cost
- Operational savings (fuel, maintenance)
- Payback and financial feasibility

Why this matters

- Enables **scaling of solutions**
- Improves access to **climate finance**
- Supports long-term business performance

For more information, visit www.ukpact.co.uk

STEP 6:

Invest and Implement

(Climate-Aligned Investment)

Turn actions into bankable investments that deliver emissions reductions and financial returns

Track performance, report progress, and continuously improve over time

Track performance

- Monitor **fuel use, emissions and efficiency**
- Fuel consumption
- Emissions intensity (e.g. per km, per tonne)
- Vehicle and fleet performance

Use existing data

- Fuel purchase records
- Fleet management systems
- Maintenance and operational data

STEP 7:

Monitor, Report and Improve

Measure it, report it, improve it

Track performance, report progress, and continuously improve over time

Report and communicate

- Share progress with management and stakeholders
- Support transparency and credibility
- Strengthen access to finance and investment

Improve over time

- Update emissions data regularly
- Review and refine actions
- Adjust plans as new data and technologies emerge

STEP 7:

Monitor, Report and Improve

Climate action is not a one-off exercise.

From Insight to Action

Key Takeaways

- Emissions come from fuel use and operations
- Simple data is enough to start measuring
- The biggest gains come from focusing on hotspots
- Action improves efficiency, cost, and performance

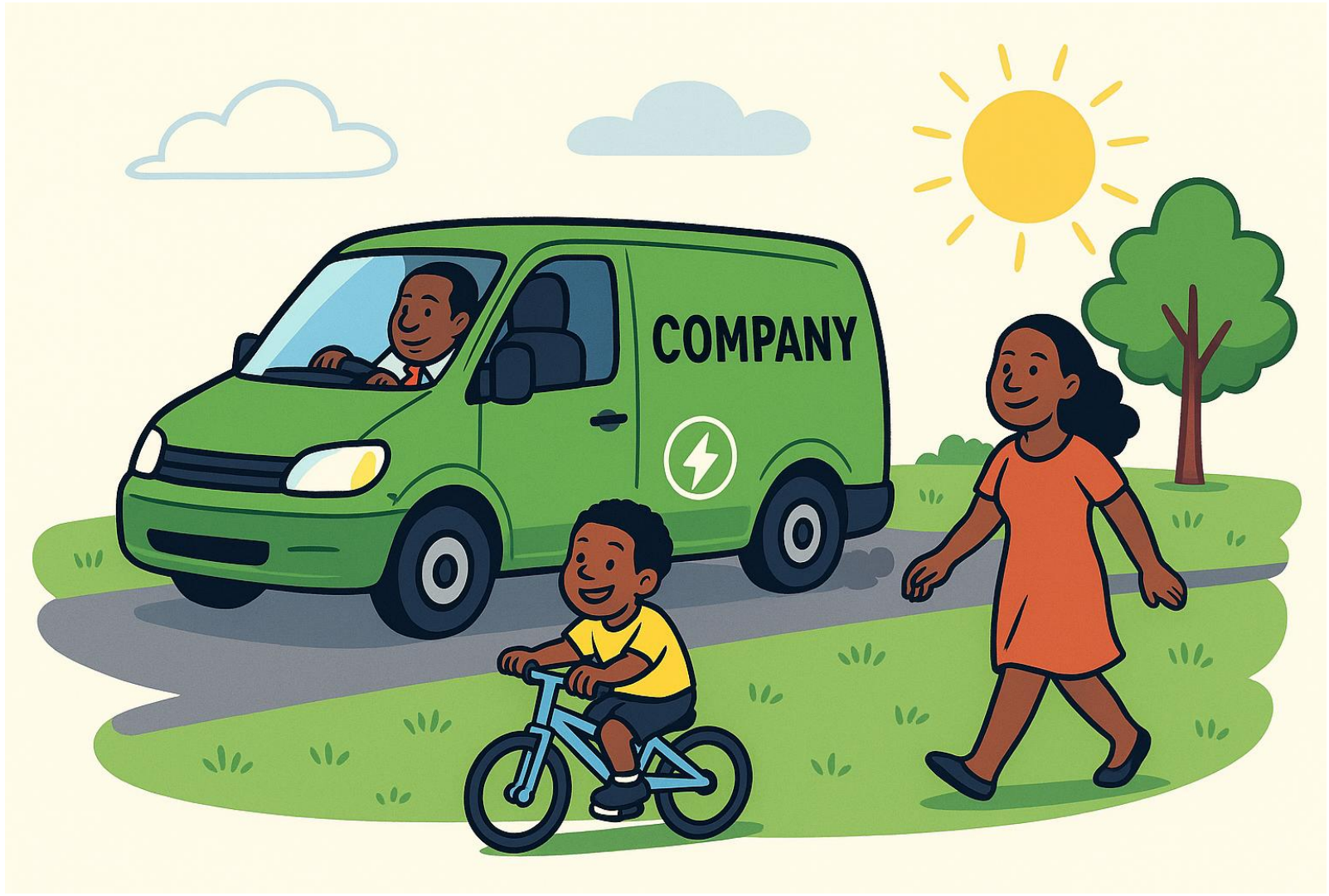
Improve over time

- Update emissions data regularly
- Review and refine actions
- Adjust plans as new data and technologies emerge

What matters now

- Start with what you control
- Use the data you already have
- Take the first step

For more information, visit www.ukpact.co.uk



The businesses that understand and manage their emissions today will lead the transport sector tomorrow.

Business Perspective

Azizat Mohammed Adangba
COO
Greentech Energy

UK PACT

THANK YOU

Stay in touch:

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Welcome to the Closed Session

Dr. Emmanuel Onwodi
Project Lead
Escher Silverman Global Ltd.

Interactive Session 1

Identifying technical and data challenges for climate action

Dr Bernard Obika
Managing Director
CEG Ltd

Jennifer Aghaji
MEL & Comms Specialist
SEI – University of York

Interactive Session 1

Identifying technical and data challenges for climate action

1. What emissions or operational data do you currently collect?
2. What data do you need but do not currently have?
3. What technical skills are lacking within your organisation?
4. What regulatory or institutional barriers constrain action?

1. What financial barriers limit implementation?
2. What Gender Equality, Disability and Social Inclusion considerations require greater attention?

Interactive Session 2

Identifying Mitigation Pathways

Dr Gori Olusina Daniel
Managing Director
AP3

Kazeem Sanusi
Associate Director
AP3

Ruth Ibiyedi Dada
Project Manager
Escher Silverman Global Ltd

Interactive Session 2

1)Short term feasible mitigation measure

2)Medium term structural transitions

3)Operational efficiency opportunities

4) Enabling policies and regulatory measures

5)Immediate implementation constraints

Dr Gori Olusina Daniel
Managing Director
AP3

Kazeem Sanusi
Associate Director
AP3

Ruth Ibiyedi Dada
Project Manager
Escher Silverman Global Ltd

Closing Remarks

Dr. Emmanuel Onwodi
Project Lead
Escher Silverman Global Ltd.

Menti Survey -

Jennifer Aghali

MEL and Communication

Stockholm Environment Institute

University of York