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**Cutting Costs, Cutting
Emissions: Climate Action and
finance opportunities**





Cutting Costs, Cutting Emissions: Climate action and finance opportunities

Webinar | 5 March 2026



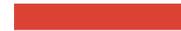
Welcome



Dr Emmanuel Onwodi

Project Lead

Escher Silverman Global Ltd



Aim

- To introduce the UK PACT project and discuss the key climate and clean air challenges facing Nigeria's transport private sector.
- We want to understand the barriers you face in delivering cleaner, more resilient transport solutions.
- Your insights will shape the March 2026 capacity-building workshops, ensuring support is practical and aligned with your priorities.
- We are seeking 10-15 private sector companies willing to work with us on developing climate and clean air action plans.

Seeking private sector partners to co-design solutions for cleaner, more climate-resilient transport.

Agenda

10:45-10:55	Welcome Dr Emmanuel Onwodi, FCILT, FCA, Project Lead - Escher Silverman Global Ltd
10:55-11:05	Introduction of the Menti Meter and first question Jennifer Aghali, Stockholm Environment Institute, University of York
11:05 -11:15	UK PACT Transport Climate and Clean Action Project Dr Gary Haq, Consortium Lead, Stockholm Environment Institute, University of York
11:15-11:25	Climate, Transport and Air pollution In Nigeria Olumide Onitekun, AP3 Advisory
11:25-11:35	Accessing Climate Finance Akshay Jamdade, SLOCAT Partnership
<hr/>	
11:35 – 12:20	Discussion Dr Bernard Obika, Managing Director, CEG, UK Jennifer Aghali, Stockholm Environment Institute, University of York - Menti Survey 2 questions at time.
12:20 -12:25	Transport Climate Action Capacity Building Programme Ruth Ibiyedi Dada, Escher Silverman Global Ltd
12:25 – 12:30	Closing Remarks Dr Emmanuel Onwodi, FCILT, FCA. - Project Lead - Escher Silverman Global Ltd

Menti Survey - Hello

Jennifer Aghali

Communication

Stockholm Environment Institute

University of York



Who's in the Zoom?



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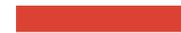
Private Sector Transport Climate and Clean Action in Nigeria Project



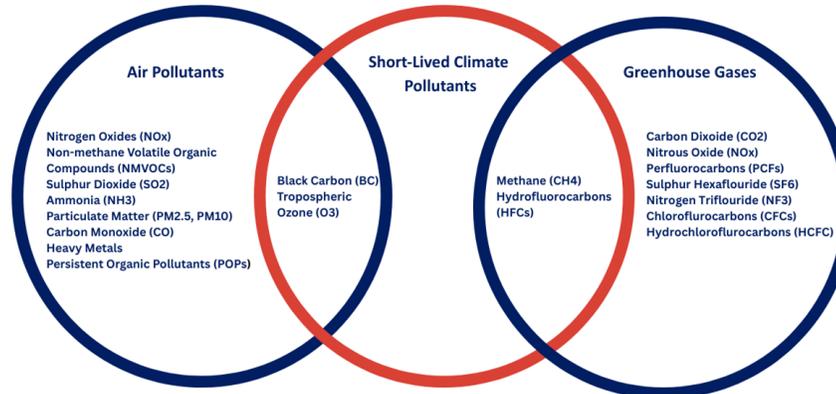
Dr Gary Haq

Consortium Lead

Stockholm Environment Institute,
University of York



The Challenge



Challenge of Climate Change

	Operations	Infrastructures
Heat waves 	<ul style="list-style-type: none">• Limits on periods of construction activity.• More energy for reefer transportation and storage.	<ul style="list-style-type: none">• Thermal expansion of piers.• Pavement integrity and softening.• Deformation of rail tracks.
Rising sea levels 	<ul style="list-style-type: none">• Frequent interruptions of coastal low-lying road and rail due to storm surges.• Flooding of terminal areas.	<ul style="list-style-type: none">• More frequent flooding of infrastructure (and potential damage) in low lying areas.• Erosion of infrastructure support.• Changes in harbor facilities to accommodate higher tides and surges.
Intensity of precipitation 	<ul style="list-style-type: none">• Increase in weather related delays and disruptions.	
Increasing hurricane intensity 	<ul style="list-style-type: none">• Frequent interruptions of air services.• Frequent and extensive evacuations of coastal areas.• Debris on road and rail infrastructures.	<ul style="list-style-type: none">• Greater probability of infrastructure failure.• Greater damage to port infrastructures.• More significant flooding on hinterland infrastructures.

Climate impacts raise operational costs, reduce reliability, and threaten long-term business resilience.

Source: GTS

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

Transport's Role in Clean Air and Climate Action

- **Major emissions source:** Transport generates over one-quarter of Nigeria's greenhouse gas emissions, driving climate change and worsening urban air quality.
- **Severe health impacts:** Air pollution leads to more than 200,000 premature deaths annually. **Women, children, and people with disabilities** face the greatest exposure and harm.
- **Polluting fuels and ageing fleets:** Heavy diesel reliance produces high levels of **black carbon and PM_{2.5}**, while old vehicles and poor roads increase emissions, inefficiencies, and costs.

“Clean transport is one of the fastest pathways to healthier people, a safer climate, and stronger business.”

Strategic Framing

01 Problem

- ❑ Transport was the **third-largest source of GHG emissions in 2024**, contributing 61.6 MtCO₂e (18% of national emissions).
- ❑ Heavy reliance on **petrol and diesel** makes the sector a major driver of emissions, air pollution, and energy vulnerability.
- ❑ Nigeria's transport sector **lacks the technical capacity, clear regulations and access to climate finance** needed for the low carbon transition
- ❑ **Weak coordination with policymakers and financiers**, risking missed NDC targets and lost private investment in sustainable climate resilient transport.

02 Activities

- ❑ **Private Sector Engagement** to identify companies with emission reduction potential
- ❑ **Enhance capacity for climate and clean air** action by delivering training workshops
- ❑ **Financial Access and Carbon Markets** by providing guidance on developing bankable climate projects
- ❑ **Policy and regulatory support** by strengthening public private collaboration on climate policy
- ❑ **Inclusion of GEDSI principles** into project guidance

03 Output

- ❑ **Private sector engagement** and knowledge sharing and learning
- ❑ **Emission reduction training** to build capacity on climate action
- ❑ **Climate-aligned project guide** to help businesses develop bankable projects.
- ❑ **Business-to-government dialogue** to strengthen collaboration between business, policymakers, and financiers
- ❑ **Private sector roadmap** for inclusive climate action aligned with national goals

04 Outcomes

- ❑ **Integrated low carbon business practices** that address climate and clean air emission reduction.
- ❑ **Scaled and Inclusive climate-Aligned Investment** and governance to improve low carbon transport projects.

Recognising Business Realities

- Transport companies operate with tight margins, rising fuel costs, and significant maintenance pressures.
- Many businesses face unpredictable supply chains and unclear regulatory expectations.
- There is understandable scepticism due to past sustainability discussions lacking practical support.
- Today focuses on realistic, achievable solutions that directly benefit business operations.

With tight margins and rising costs, businesses need practical transport and climate solutions that deliver real benefits for the sector and society.

Practical Actions Business Benefits

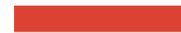
- Measuring emissions and identifying pollution hotspots helps target simple improvements.
- Planning for climate risks strengthens business continuity and reduces disruptions.
- Developing climate-aligned project concepts improves access to finance.

Measuring emissions, planning for climate risks, and developing climate-ready projects strengthen operations and unlock finance.

Transport Sector Landscape: Evidence & Gaps



Olumide Onitekun
Project Manager
AP3 Advisory



The Current Landscape

Policy Landscape

- ❑ Nigeria's transport sector has long operated without a single enforceable multimodal national policy, relying instead on draft policies, sector-specific laws.
- ❑ The FG in 2025 adopted the **National Land Transport Policy (NLTP)** as the primary framework for road, rail, and pipeline transport.
- ❑ The NLTP does not fully address multimodal integration, as urban transport, aviation, and maritime remain under separate policy regimes.
- ❑ Several state governments are developing or implementing State Climate Action Plans to guide subnational climate responses.

Modal Composition & Passenger Mobility

- ❑ **Road transport dominates**, accounting for about 90% of passenger and freight movement.
- ❑ Passenger travel is heavily skewed toward **private vehicles** (Private cars, 66%; Taxis: 19%; Motorcycles: 11%, Buses and rail: <5% combined)
- ❑ **Public transport access is limited**. Only 13% of urban residents had access in 2020 (vs. 52% globally).
- ❑ City-level patterns reinforce car dependence (**Abuja: ~89% & Enugu ~84%**). While Lagos has expanded BRT and rail, **national scale-up remains limited**.

Emissions, Key Drivers, & Mitigation Potential

- ❑ Transport was the **third-largest source of GHG emissions in 2024**, contributing 61.6 MtCO₂e (18% of national emissions).
- ❑ The key driver is the heavily reliant on petrol and diesel, making it a major source of emissions and air pollution. In 2020, it consumed 69.36% of Nigeria's total fossil fuel.
- ❑ Nigeria's NDC 3.0 strengthens national climate ambition, committing to a 29.3% emissions reduction by 2030 and 32.2% by 2035 relative to 2018 levels.
- ❑ The transport sector is central to delivery, with an estimated 44.3 MtCO₂e mitigation potential by 2035, driven mainly by vehicle electrification and CNG adoption.

Climate Finance Gap & Gender Bias

- ❑ Only USD 2.5bn was mobilised compared to an estimated USD 29.7bn annual requirement, highlighting a significant national climate finance shortfall
- ❑ **Transport received only 9% of total climate finance** (USD 215m of USD 2.5bn), and 57% of that went to rail and urban transit, leaving roads, trucking, and private road operators largely dependent on conventional financing.
- ❑ Women are **significantly underrepresented** in the transport sector: Estimated **20–30% of workforce**, and as low as **10% in land transport**.

Transport Decarbonisation Performance

Nigeria's transport sector was assessed under the *Transport Decarbonisation Index (TDI)* as part of the *High-Volume Transport Programme*, supported by *UK Aid*. The assessment benchmarked Nigeria against peer countries in Africa and South Asia.



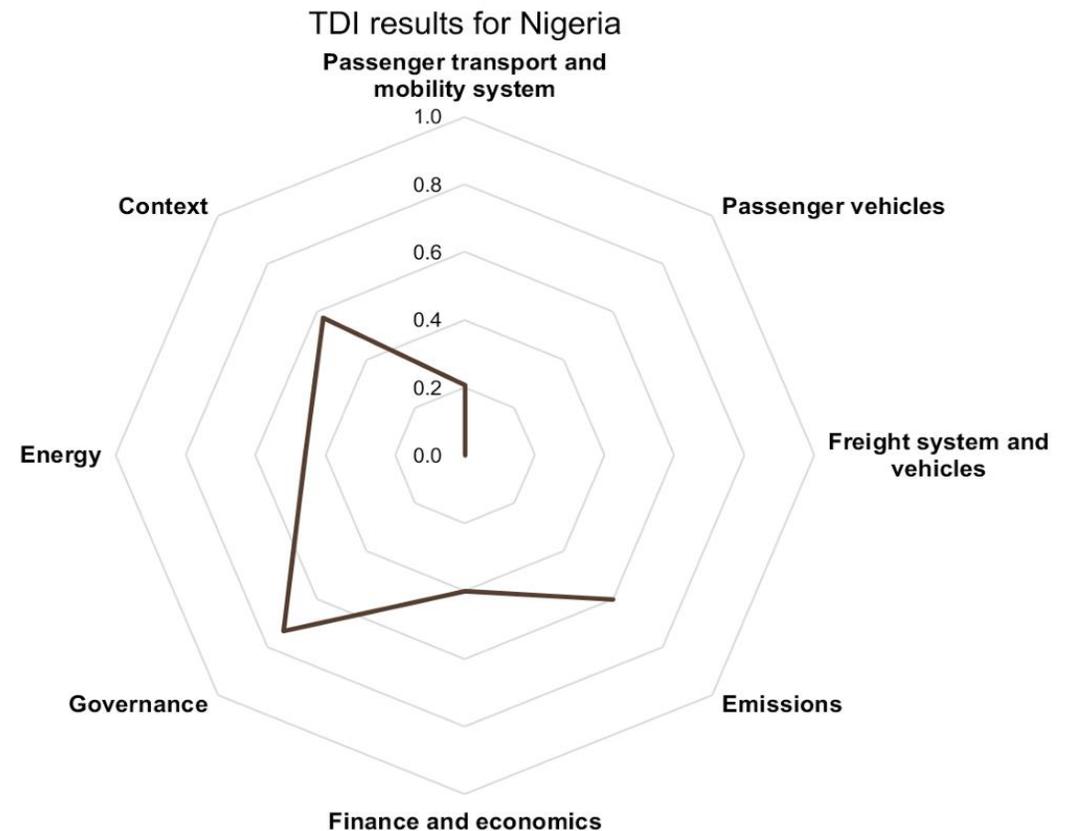
Nigeria performed relatively well on **governance**, particularly in vehicle emission standards and clear fuel regulations



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



Why Implementation Lags Despite Strong Governance Frameworks

Institutional Fragmentation & Weak Coordination

- No unified transport authority; mandates split across road, rail, air, maritime agencies
- Federal–state friction and weak coordination forum
- Limited institutional capacity for enforcement, PPP structuring, and climate-smart implementation

Enforcement Gaps & Compliance Challenges

- Emission standards exist but enforcement is weak (limited inspection facilities, old vehicle imports)
- Slow rollout of EV, charging, and CNG regulatory guidance
- Incomplete multimodal integration and limited operationalisation of NDC/ETP commitments

Infrastructure & Technical Constraints

- Ageing vehicle fleet (15 years average) with low readiness for electrification
- Sparse EV charging network, early-stage CNG infrastructure
- Poor maintenance capacity, unreliable power, and logistics bottlenecks

Market & Financial Barriers

- High cost of capital and limited access to climate finance
- Weak creditworthiness of informal operators (danfo, keke, okada networks)
- Lack of risk-sharing instruments and bankable low-carbon transport projects

GEDSI & Inclusion Gaps

- Gender barriers in employment, finance access, and safety
- Low representation of women and PWDs in workforce and policy design
- Limited sex-disaggregated data to inform inclusive transport planning

Nigeria does not face a policy vacuum; it faces a coordination, capacity, infrastructure, and finance execution gap.

How the UK PACT Project Addresses Implementation Gaps

Implementation Gap	Challenge	Project Response
Capacity & Knowledge Gaps	<ul style="list-style-type: none"> Limited technical capacity; weak understanding of emissions reduction and low-carbon transition pathways. 	<ul style="list-style-type: none"> Stakeholder priority assessment to identify knowledge gaps Sector-specific training manuals and capacity-building workshops Peer learning forums and business-to-business exchanges
Limited Access to Climate Finance	<ul style="list-style-type: none"> Few bankable projects; high cost of capital; weak project preparation capacity. 	<ul style="list-style-type: none"> Training on developing bankable climate projects Guidance on accessing climate finance and funding proposals Carbon market participation tools and templates
Policy Fragmentation & Weak Implementation	<ul style="list-style-type: none"> Fragmented mandates; poor enforcement; limited alignment between business models and regulation. 	<ul style="list-style-type: none"> Structured B2G dialogues as transaction-enabling platforms Co-design of viable business models (leasing, blended finance, demand guarantees) Guidance for business compliance with climate and transport regulations
Inclusion & Market Barriers	<ul style="list-style-type: none"> Gender and inclusion gaps; informal operators excluded from green transition. 	<ul style="list-style-type: none"> Integration of GEDSI principles into business strategies Inclusive finance guidance and advocacy materials Documentation and replication of inclusive best practices
Lack of Structured Transition Roadmaps	<ul style="list-style-type: none"> Businesses lack integrated frameworks linking emissions, finance, policy, and inclusion. 	<ul style="list-style-type: none"> Development of Climate Action Plans covering: <ul style="list-style-type: none"> Emissions reduction & energy efficiency Climate finance & carbon markets Policy alignment GEDSI integration

Accessing Climate Finance



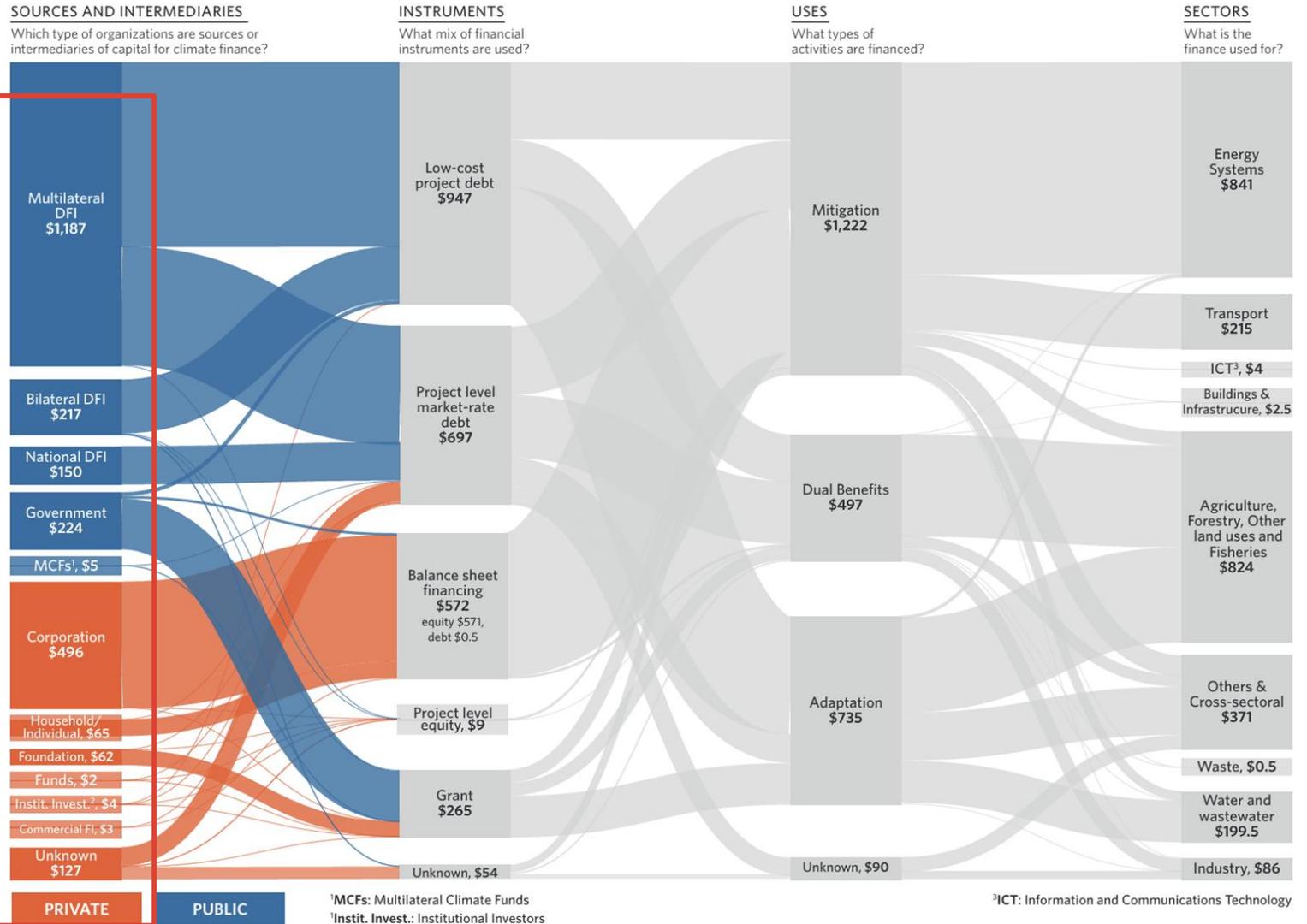
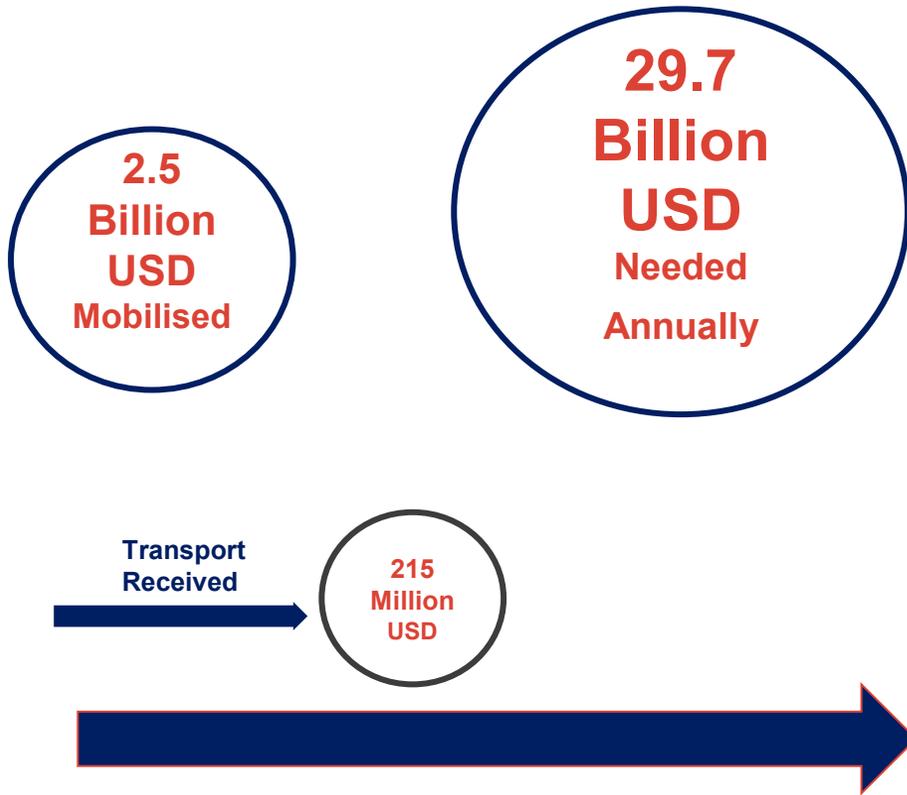
Akshay Jamdade
Policy Analyst
SLOCAT Partnership

Climate Finance Landscape in Nigeria

LANDSCAPE OF CLIMATE FINANCE IN NIGERIA 2021/22

Nigerian climate finance flows along their lifecycle in 2021/22. Values are averages of two years' data to smooth out fluctuations, in USD millions.

2.5 BILLION USD
2021/22



Opportunities to scale up climate finance

Policy

Support policy development and create an enabling environment

- Create enabling environment for climate investments (laws, policies, regulations, and incentives)
- Enhance coordination across agencies, accountability and transparency
- Attract private investments with de-risking instruments

Capacity

Increase the relevance of capacity building

- **Build capacity in accessing climate finance, across various sources, and preparing bankable projects**
- Build capacity in managing and implementing projects
- Gather good data, integrate technology, monitor and evaluate

Project

Develop bankable low-carbon transport project pipelines

- Better pipeline development and project preparation
- Build gender-inclusive activities into the project design

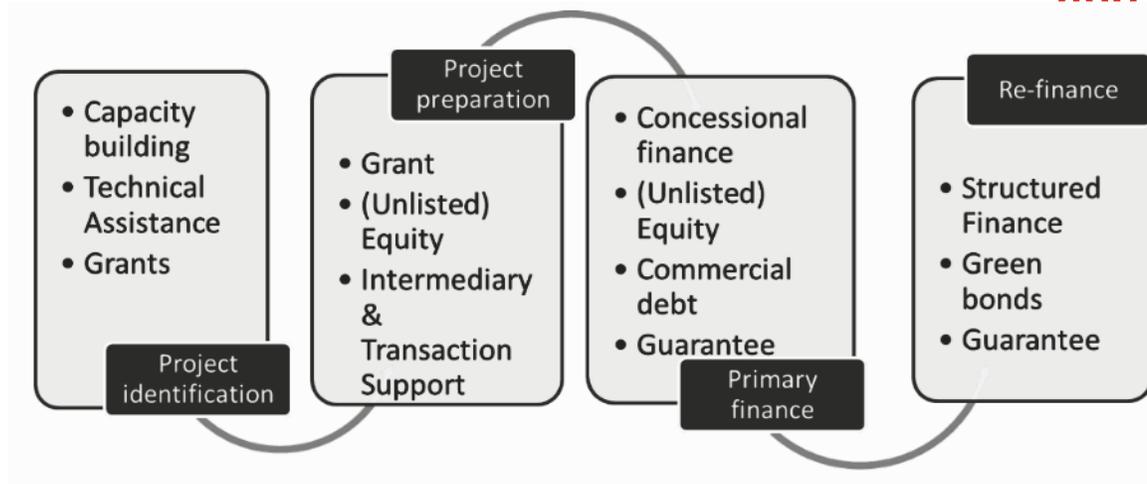
Source: *A Policy Guide to Improving Access to Climate Finance for Transport*, <https://transport-links.com/wp-content/uploads/2024/12/HVT-Policy-Guide-FINAL-1.pdf>

Through this initiative...

...Private sector stakeholders will gain relevant skills and knowledge related to climate finance:

an understanding of how to **prepare bankable projects**

knowledge on how to access **global and national funding opportunities**



Ideas for potential projects matched to **suitable instruments and finance providers**

tools and case studies for developing your own **high-quality bankable transport projects**

Key deliverables on climate finance

Private sector stakeholders will be able to make use of a Training Guide for Developing Climate-Aligned Transport Projects.

Training guide will feature:

- Detailed **guidelines** and **tools** to develop bankable, climate-aligned projects
- Access **global** and **national** funding opportunities with a focus on climate finance
- Guidance on how to approach Public-Private Collaboration
- **Tools and templates** for public and private sector stakeholders
- Overview of climate aligned-investments

Discussion



Dr Bernard Obika
Managing Director
CEG UK



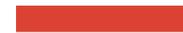
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Communication

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Discussion



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Climate and Clean Air Action Capacity Building Programme



Ruth Ibiyedi Dada

Project Manager

Escher Silverman Global Ltd



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.**

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.

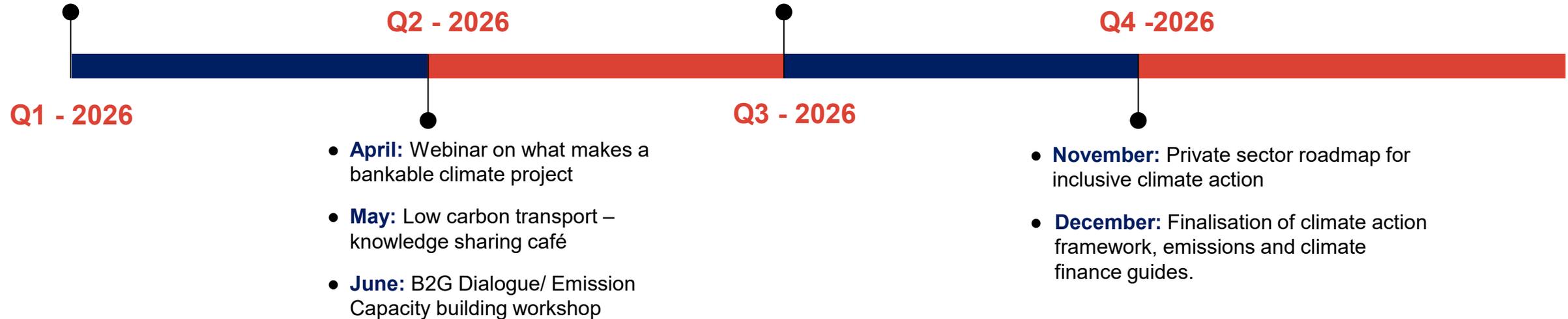
These include:

- 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

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).

- **August:** Climate aligned - planning for the transport sector



Benefits

- Lower costs and improved operational efficiency.
- Greater resilience against climate-related disruptions.
- Stronger competitiveness as Environmental, Social, Governance (ESG) requirements grow.
- Better access to finance as investors prioritise climate-ready businesses.

**Climate-ready
transport
delivers lower
costs, greater
resilience,
and stronger
market
advantage.**

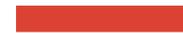
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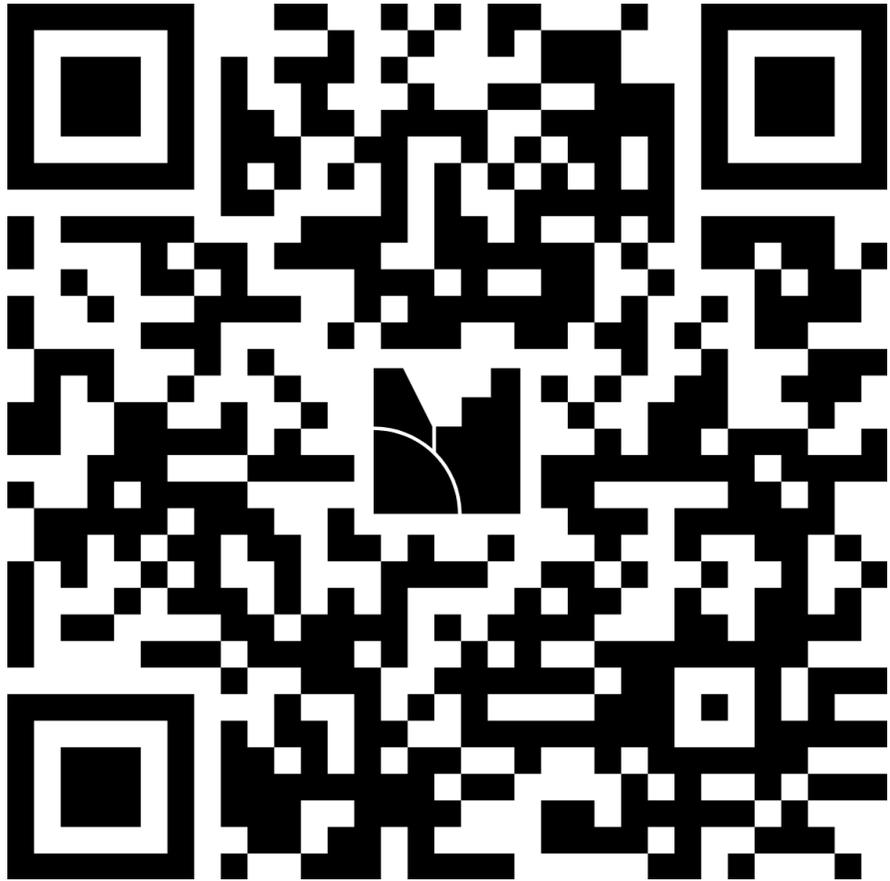
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Feedback



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Closing Remarks

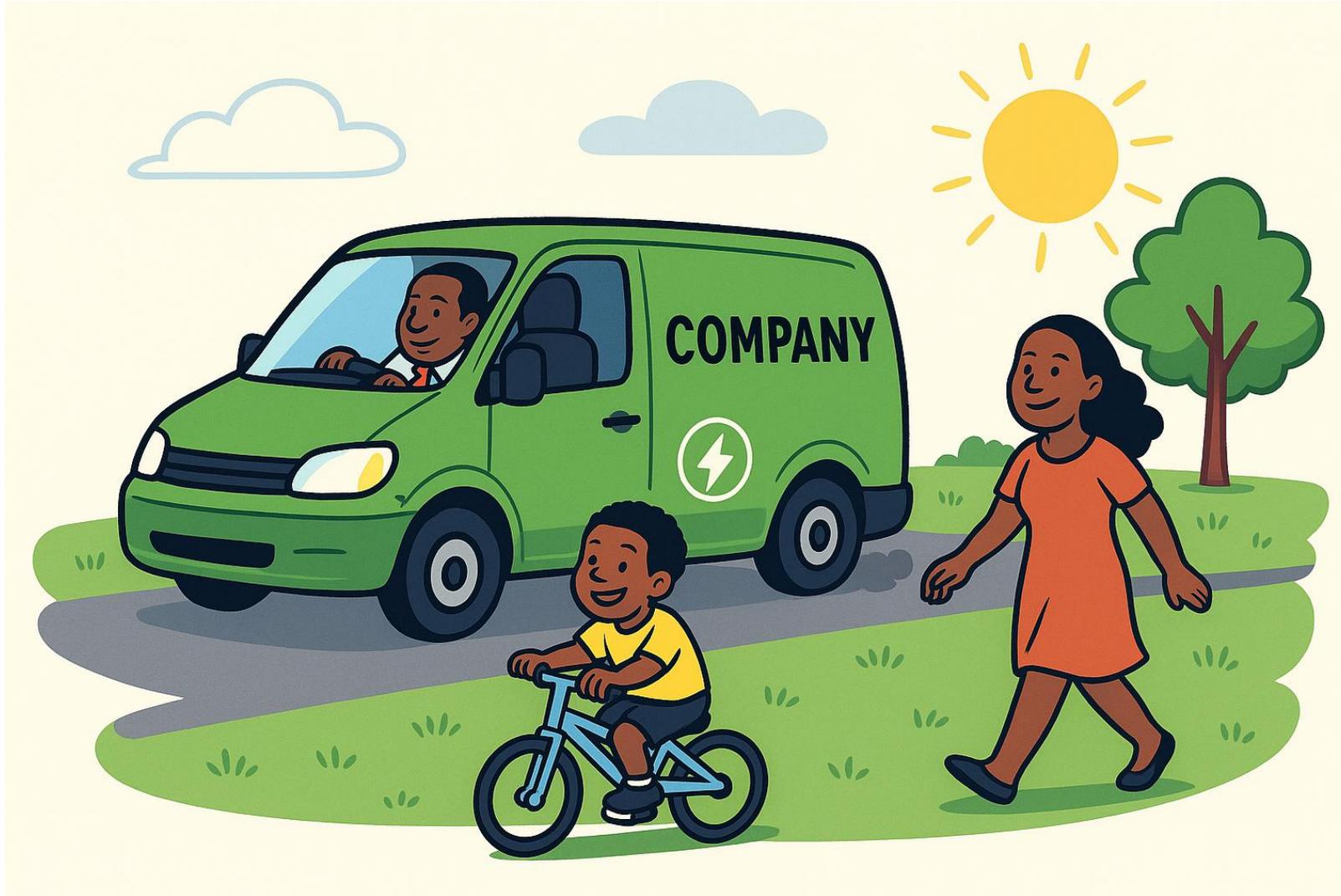


Dr Emmanuel Onwodi

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**A cleaner,
healthier, more
resilient future that
strengthens your
bottom line.**



THANK
YOU



Stay in touch:



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