

● The webinar will start soon

Strategic Briefing: Climate & Clean Air Action Framework

A practical framework for transport businesses in Nigeria — turning climate commitments into action.



Ensuring a smooth webinar



Participation

Type any questions or comments into the chat box throughout the webinar.



Technical issues

Post a message in the chat and a member of the team will assist you.



Recording & privacy

This webinar is being recorded. Do not share confidential information.



Strategic Briefing: Climate and Clean Air Action Framework for Transport Businesses in Nigeria

21 July 2026





WELCOME

Welcome & housekeeping

PRESENTED BY

Dr Bernard Obika · CEG

Agenda

TODAY'S SESSION 10:30 – 12:00

10:30	Welcome & Housekeeping	Dr Bernard Obika (CEG)
10:35	Project Overview	Dr Gary Haq (SEI, York)
10:45	Presenting the Framework	Dr Gori Olusina Daniel (AP3)
10:55	Walk through the Steps 1–6	Genevieve Ankunda (SLOCAT) & Dr Jubril Adejo (AP3)
11:30	From Action to Impact	Dr Gori Olusina Daniel (AP3)
11:35	Q&A Session	Dr Bernard Obika (CEG)
11:55	Inclusive and Fair Transition	Engr Ruth Ibiyedi (ESG)
12:00	Closing Remarks	Dr Bernard Obika (CEG)



PROJECT OVERVIEW

A brief reflection on the journey

September 2025 – June 2026

PRESENTED BY

Gary Haq · SEI, University of York

Project Overview

Enhancing Private Sector Capacity for Climate and Clean Air Action in Nigeria's Transport Sector



Project Aim: Strengthen private sector capacity to reduce transport emissions by enabling businesses to estimate emissions, develop Climate and Clean Air Actions Plans, prepare investment-ready projects and engage effectively with climate finance and policy processes

Our Approach

01 Analyse & Engage
Understand the sector and businesses

02 Build Capacity
Equip businesses with knowledge and tools

03 Enable Investment
Improve investment readiness and access

04 Strengthen Governance
Create an enabling policy and regulatory environment

PROJECT LOCATIONS:

Abuja and Enugu

PROJECT PERIOD:

2025 - 2026

THE CONSORTIUM

UoY-SEI

ESG

CEG

AP3

SLOCAT

THE CHALLENGE

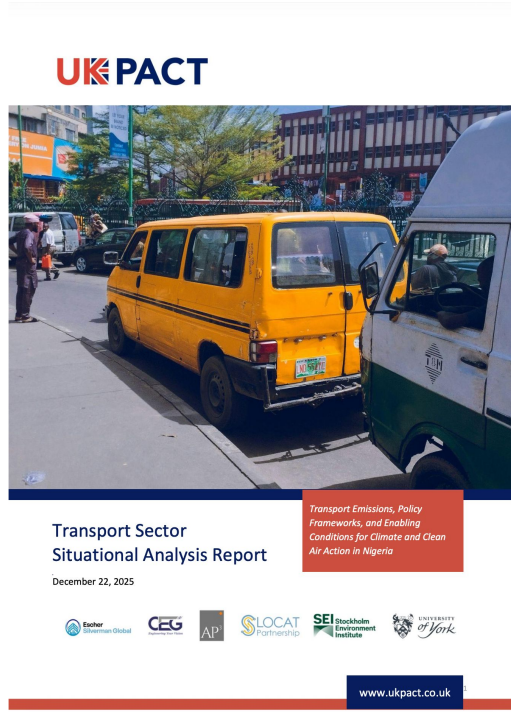
Stronger private sector action is needed to meet climate targets



Government policy and public finance alone cannot deliver Nigeria's climate targets. The **private sector owns the vehicles, the fuel use and the day-to-day decisions** where the largest share of transport emissions, and the greatest abatement potential sits.

THE CHALLENGE

Why focus on transport?



Evidence from the Situation
Analysis Report

Transport is a priority sector because it:

1



IS A MAJOR SOURCE OF EMISSIONS

- Contributes significantly to Nigeria's greenhouse gas emissions.
- Road transport dominates passenger and freight movement.

2



HAS STRONG PRIVATE SECTOR INVOLVEMENT

- Most transport services and infrastructure are privately delivered.
- Private sector investment strongly influences emissions.

3



OFFERS HIGH MITIGATION POTENTIAL

- Vehicle electrification
- Public transport and rail
- Logistics efficiency
- Cleaner fuels
- Walking and cycling

4



FACES IMPLEMENTATION CHALLENGES

- Capacity and governance gaps
- Limited emissions monitoring
- Weak policy implementation
- Low private sector engagement

5



DELIVERS MULTIPLE BENEFITS

- Reduces greenhouse gas emissions
- Improves air quality and public health
- Supports sustainable economic development



KEY MESSAGE

Transport offers one of Nigeria's greatest opportunities to achieve **climate, air quality** and **development** objectives.

THE CHALLENGE

Transport Stakeholders



THE PROJECT

Engagement

A stronger picture of private-sector readiness & constraints

200+

stakeholders engaged
across activities

100+

Abuja & Enugu launch
workshops

58

webinar participants

133

Abuja capacity workshop ·
Days 1 & 2

72

Enugu capacity workshop ·
Days 1 & 2



KEY INSTITUTIONS ENGAGED

NARTO · National Council on Climate Change (NCCC) · Federal Ministry of Environment · Electric Mobility Promoters Association of Nigeria · Nigeria Sovereign Investment Authority (NSIA) · The Infrastructure Bank (TIB) · Development Bank of Nigeria (DBN) · Bank of Industry (BOI) · Presidential Initiative on CNG & EV · Nigerian Economic Summit Group (NESG)

Outputs delivered

Completed outputs that remain usable beyond the project

Situational Analysis Report

Benchmark of transport emissions, policy, enabling conditions & constraints.

Private Sector Needs Assessment

Capacity gaps & priority support needs from workshops, surveys & polling.

Webinar Consultation

Held 5 March 2026 on emissions, finance access & business readiness.

Capacity Building Workshops

Hands-on sessions in Abuja & Enugu building practical skills.

Emission Reduction Guide

Quantify GHG & air-pollutant emissions from transport operations.

Guide to Climate-Aligned Projects

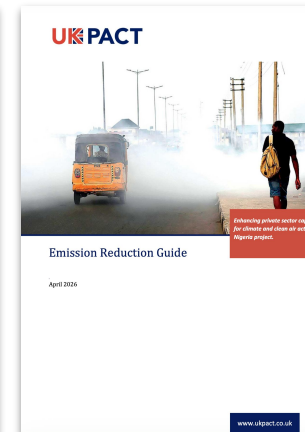
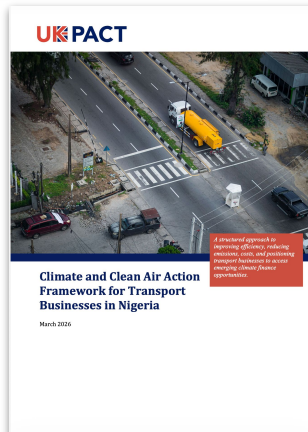
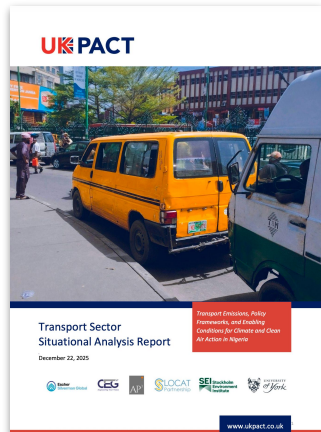
Preparing bankable low-carbon projects & understanding finance options.

Integrated Climate Action Framework

Reduce emissions, act on clean air, prepare for finance & plan delivery.

Action Plan Template

A ready template for businesses to use to reduce emissions.



What we learnt

01



Private sector actors are interested in low-carbon transport solutions but require **clearer business cases, technical support and finance-readiness guidance.**

02



Many businesses lack **systems for emissions tracking and reporting**, which limits their ability to access climate finance or demonstrate impact.

03



Finance remains a central constraint: **businesses need support to prepare bankable projects**, understand instruments and connect with DFIs and public finance windows.

04



Policy and regulatory coordination is essential because **private investment depends on predictable standards**, incentives, infrastructure and public-private collaboration.

05



Clean air and climate action should be presented together because the **same transport interventions can reduce greenhouse gases, air pollutants and public-health burdens.**



KEY TAKEAWAY

The project created a bridge between policy ambition and private sector implementation readiness, but that bridge needs continuity to **convert momentum into investments.**



PRESENTING THE INTEGRATED GUIDE

A framework for climate & clean air action

PRESENTED BY

Dr. Gori Olusina Daniel · AP3

Supporting Businesses in Climate Action Planning

The outputs are not only reports; they are implementation resources for businesses.



01

Estimate: Quantify GHG and air pollutant emissions from operations.

02

Plan: Identify mitigation options and prioritise actions.

03

Package: Convert actions into structured, bankable project concepts.

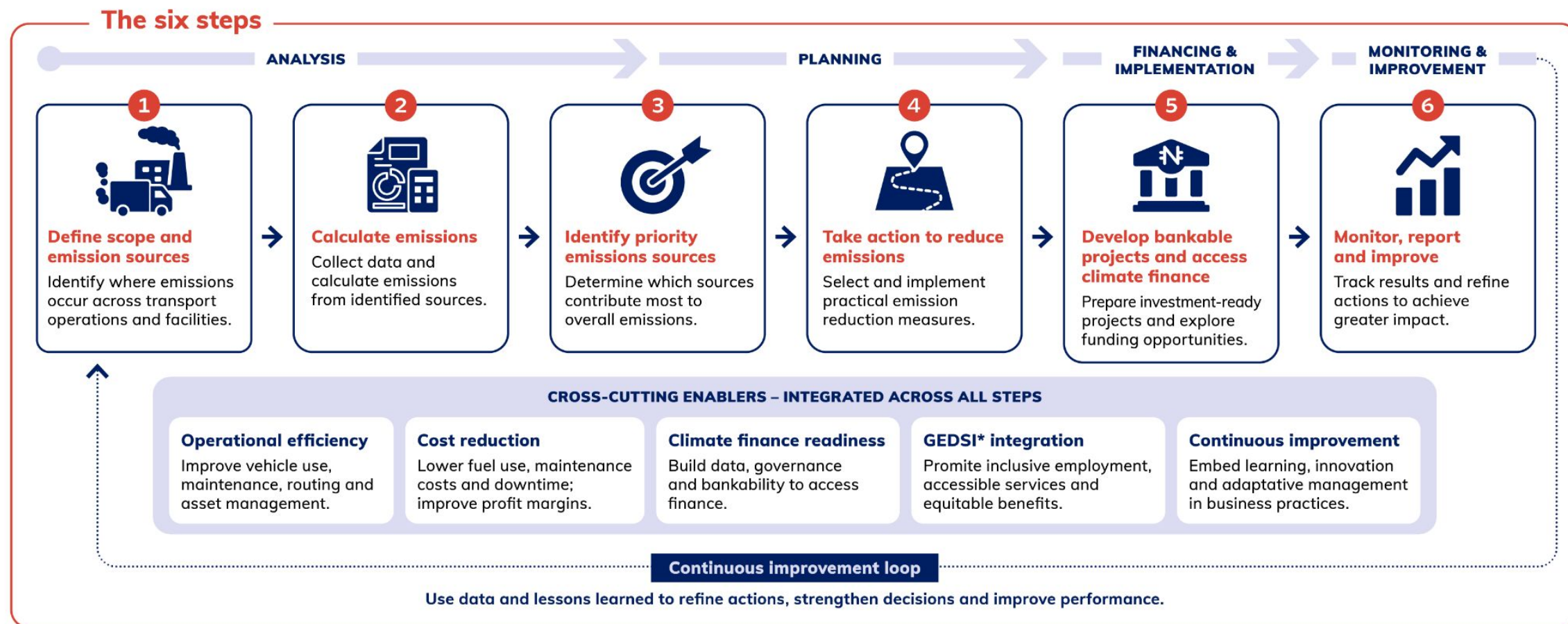
04

Finance: Map sources of climate finance and improve readiness.

05

Govern: Engage government and DFIs around enabling conditions.

Six Steps of Climate Action Planning



*GEDSI: gender equality, disability, and social inclusion



THE FRAMEWORK

A six-step roadmap from action to impact

PRESENTED BY

Genevieve Ankunda (SLOCAT) & Dr Jubril Adejo (AP3)



STEP 01

Define scope & emission sources



PRESENTED BY

Genevieve Ankunda (SLOCAT)

Step 1. Define scope and emission sources

Key activities

- 01** Identify which transport activities and parts of the business to include in the assessment.
- 02** Classify emission sources using recognised emissions accounting frameworks.
- 03** Identify the main sources of greenhouse gas and air pollutant emissions.
- 04** Keep the scope practical and expand coverage as data availability and organisational capacity improve.



Step 1. Define scope and emission sources



1.1. Define operational scope

- Operational boundary = The emission sources within the scope of accounting
- Clearly documented for transparency and consistency in future reporting

1.2 Classify emission scopes

- **Scope 1:** Direct emissions from owned or controlled vehicles and equipment.
- **Scope 2:** Indirect emissions from purchased electricity.
- **Scope 3:** Other indirect emissions arising across the value chain, including outsourced transport and upstream and downstream activities.

1.3. Identify emission sources

- Specific activities that generate emissions and air pollutants
- Examples include:
 - Fuel combustion (petrol, CNG, diesel)
 - Electricity use
 - Refrigeration units
 - Subcontracted transport services
 - Vehicle idling



Emission scopes and transport examples

The Greenhouse Gas Protocol (GHG Protocol) groups emissions into three scopes.

Scope 1: Direct emissions

Emissions from owned or controlled vehicles and equipment.

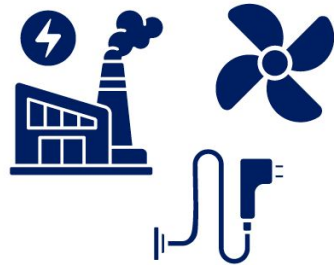


Transport examples

Fuel combustion in petrol, diesel or CNG vehicles, generators, and auxiliary equipment.

Scope 2: Indirect electricity emissions

Emissions from purchased electricity.



Transport examples

Electric vehicle charging, warehouses, depots, offices, and cooling systems.

Scope 3: Value chain emissions

Other indirect emissions arising across the value chain.



Transport examples

Outsourced logistics, subcontracted transport, fuel production, vehicle manufacturing, employee travel, waste management, and purchased goods and services.



STEP 02

Calculate your emissions



PRESENTED BY

Genevieve Ankunda (SLOCAT)

Step 2. Calculate emissions

Key activities

- 01** Use available operational data to estimate emissions.
- 02** Develop tools that link emissions directly to fuel use, operational efficiency, and business performance.
- 03** Start with simple estimates and improve accuracy as data quality improves.
- 04** Use consistent methods for estimating greenhouse gas and air pollutant emissions.





Develop an emissions inventory and collect activity data

- Cover the activities and emission sources identified in Step 1
 - Vehicle fleets
 - Freight and passenger operations
 - Depots
 - Generators
 - Refrigeration systems
- Use the same operational scope and reporting period
- Incorporate air pollutant emissions to address climate and air quality objectives

Collect activity data

Organise and use existing records (operational, financial, or maintenance)

Examples of common activity data

Data type	Typical source
Fuel purchased (litres)	Fuel receipts, supplier invoices
Distance travelled (km)	Odometer readings, GPS systems, driver logs
Vehicle numbers and types	Fleet register
Vehicle age and fuel type	Maintenance and procurement records
Generator fuel consumption	Depot fuel records
Electricity use	Utility bills
Freight activity	Freight manifests and delivery records
Passenger activity	Ticketing systems and trip records

An emissions inventory provides a baseline against which future performance can be assessed



Choose Emission Factors and calculate emissions

- Conversion of operational activity into emission estimate
- Fuel-based vs distance-based factors

Fuel type	Emission factor
Diesel	2.68 kg CO ₂ /litre
Petrol	2.31 kg CO ₂ /litre
CNG	Approximately 2.0 kg CO ₂ /litre
Grid electricity	0.43 kg CO ₂ /kWh

Vehicle type & typical application	Emission factor
Heavy diesel truck (freight transport)	0.8 - 1.2 kg CO ₂ /km
Intercity diesel bus (long-distance passenger services)	0.6 - 0.9 kg CO ₂ /km
Urban diesel bus (urban passenger services)	0.7 - 1.0 kg CO ₂ /km
Light delivery van (Urban deliveries)	0.2 - 0.35 kg CO ₂ /km
Motorcycle (passenger and courier services)	0.07 - 0.12 kg CO ₂ /km

Basic formula: Emissions = Activity data × Emission factor

For example 68,400 litres diesel × 2.68 kg CO₂/litre = 183 tonnes CO₂



STEP 03

Identify priority emission sources



PRESENTED BY

Genevieve Ankunda (SLOCAT)

Step 3. Identify priority emission sources

- 01** Analyse your emissions inventory to understand how emissions are distributed across operations.
- 02** Identify the vehicles, routes, facilities, and activities responsible for the largest share of greenhouse gas and air pollutant emissions.
- 03** Use simple performance indicators to compare operational efficiency.
- 04** Prioritise actions where improvements will deliver the greatest climate, clean air, and operational benefits.
- 05** Establish measurable targets linked to your findings.





Step 3: Identify priority emission sources

3.1	Analyse your emissions inventory	Understand how GHG and air pollutant emissions are distributed across business operations
3.2	Use simple performance indicators	- Performance indicators - Help to identify inefficiencies, and compare performance - Examples: litres per 100km, idle time, emissions per tkm, emissions per pkm, empty return trips
3.3	Identify common emission hotspots	Hotspot identification - Focus management attention on the relatively small number of sources that account for the largest share of emissions and fuel consumption
3.4	Prioritise high-impact actions	Focus on actions that provide the greatest benefit relative to cost and effort
3.5	Set targets	- Clear and measurable targets to guide implementation and monitor progress over time - Include climate targets, operational targets, and clean air targets



Step 3: Identify priority emission sources

Prioritisation of actions

Mitigation action	Description	Potential climate and clean air benefit	Relative cost	Typical timeframe	Priority
Improved vehicle maintenance	Regular servicing of engines, filters, injectors, tyres, and other components to improve efficiency and reduce excessive emissions.	Medium (up to 10% reduction in fuel use; significant reduction in smoke and pollutant emissions)	Low	Immediate	★★★ Do first
Anti-idling policy	Require drivers to switch off engines during extended stops and waiting periods.	Low–medium (typically 3–8% reduction in fuel use; substantial reduction in local air pollution)	Very low	Immediate	★★★ Do first
Tyre pressure management	Maintain tyres at recommended pressures through routine inspections and maintenance.	Low (typically 1–3% reduction in fuel use and emissions)	Very low	Immediate	★★★ Do first
Route optimisation	Reduce unnecessary kilometres travelled, minimise congestion exposure, and improve scheduling efficiency.	Medium–high	Low–medium	1–6 months	★★ Plan now
Load and backhaul consolidation	Increase vehicle utilisation and reduce empty return trips through improved logistics planning and coordination.	High	Low	1–6 months	★★ Plan now
Fleet management and telematics systems	Monitor fuel consumption, driver behaviour, idling, route efficiency, and vehicle utilisation using digital systems.	Medium	Medium	3–12 months	★★ Plan now
Generator efficiency improvements	Improve maintenance, sizing, operation, or replacement of heavily used generators.	Medium	Medium	3–12 months	★★ Plan now
Fleet renewal (oldest vehicles first)	Replace older, less efficient vehicles with newer and lower-emission alternatives meeting EURO VI or above. Prioritise vehicles identified as major emission hotspots.	High	High	1–3 years	★ Long-term
Cleaner fuels (e.g. plug-in hybrids, low-sulphur fuels)	Transition to lower-emission fuels where operationally and economically feasible.	High	High	1–5 years	★ Long-term
Electric vehicles	Introduce electric vehicles on suitable routes and applications, supported by charging infrastructure where required.	Very high	Very high	2–5 years	★ Long-term



STEP 04

Take action to reduce emissions



PRESENTED BY

Dr Jubril Adejo (AP3)



Step 4: Take Action to Reduce Emissions

KEY ACTIVITIES

- Define a vision, targets, responsibilities, timelines and resource requirements.
- Start with low-cost operational wins; vehicle maintenance and eco-driving.
- Target high fuel-consuming vehicles and inefficient routes first.
- Combine quick wins with medium- and long-term efficiency improvements.
- Develop and implement a Climate Action Plan.

Setting the Vision

A clear vision for more fuel-efficient, lower-emitting, resilient operations which aligns with NDC & ETP. Objectives should be:

Realistic

Measurable

Time-bound

Aligned to operations

5–15%

less fuel from eco-driving, maintenance, route optimisation and logistics efficiency. Fleet modernisation and electrification deliver larger cuts over longer timeframes.

Organise measures with Avoid–Shift–Improve Framework

Avoid

avoiding unnecessary motorised transport activity and fuel consumption

- Eliminate empty return trips
- Reduce idling & improve scheduling
- Consolidate deliveries
- Cut unnecessary travel

Shift

shifting towards more efficient transport services and operational practices

- Improve load factors
- Consolidate freight movements
- Improve backhauling
- Rail for long-distance freight

Improve

improving vehicle technologies, fuels, and operational performance.

- Eco-driving & preventive maintenance
- Fleet renewal
- Euro IV/V
- Electric vehicles
- Fleet management systems

The avoid–shift–improve (ASI) framework is widely used in transport planning and climate mitigation to identify comprehensive and balanced opportunities for advancing sustainable, energy-efficient and low-carbon transport measures. It provides a simple way of organising emissions reduction measures and can be applied by transport businesses of all sizes.



Step 4: Take Action to Reduce Emissions

Phase the transition into a Climate Action Plan

Reducing emissions is typically a gradual process rather than a single intervention. A phased transition pathway can help businesses prioritise actions, allocate resources effectively, and align investment decisions with operational needs and business objectives.

A phased transition pathway

Short-term

0–2 years

Eco-driving training · improved maintenance schedules · anti-idling policies · tyre-pressure management · fuel monitoring & operational data collection.

Medium-term

2–5 years

Fleet management systems · route optimisation tools · backhaul coordination · freight consolidation · fleet renewal for the oldest vehicles.

Long-term

5–15 years

Fleet modernisation · wider low-emission vehicle adoption · electrification & charging infrastructure · advanced logistics · renewable energy where feasible.

The Climate Action Plan

A living roadmap, reviewed regularly. It should pull together:

- Step 2 emissions baseline
- Step 3 priority sources
- Step 4 mitigation measures
- Monitoring & reporting arrangements
- Targets & timelines
- Staff responsibilities
- Resource requirements

Sample plan

Action	Target	Timeline
Eco-driving training	–10% fuel/km	Month 1
Anti-idling policy	Reduce idle time	Month 1
Preventive maintenance	Quarterly service	Months 1–12
Route & backhaul	Cut empty trips	Months 3–6
Fleet renewal	Introduce EVs	Years 2–4



STEP 05

Develop bankable projects & access climate finance



PRESENTED BY

Dr Jubril Adejojo (AP3)



Step 5: Develop Bankable Project and Access Climate Finance

Turn the plan into an investment-ready project

How businesses access climate finance

- 1 Identify priority mitigation measures in the Plan
- 2 Find finance sources & their requirements
- 3 Convert measures into clearly defined projects
- 4 Establish baseline fuel use, costs & emissions
- 5 Quantify expected savings & emissions cuts
- 6 Assess financial viability & requirements
- 7 Prepare an investment-ready proposal
- 8 Engage banks, lessors, DFIs & climate funds
- 9 Implement progressively while monitoring performance

Small, fragmented operators can improve readiness through **aggregation** — cooperatives, pooled procurement, shared charging, leasing and public-private partnerships.

What financiers expect

- ✓ Clear operational rationale
- ✓ Financial viability
- ✓ Credible risk management
- ✓ Measurable emissions cuts
- ✓ Implementation feasibility
- ✓ Monitoring, reporting & verification

The concept note

A 2–3 page note to open engagement, it answers five questions:

- 01 What transport problem are you solving?
- 02 How does it contribute to Nigeria's NDC targets?
- 03 Primary climate benefit (tCO₂eq/yr) + two co-benefits?
- 04 The 3–5 core project activities?
- 05 What support is needed to become fully bankable?



Step 5: Develop Bankable Project and Access Climate Finance

Prove viability and match the right finance

Demonstrate financial viability

- Capital investment
- Operating cost savings
- Expected revenues
- Affordability
- Fuel savings
- Maintenance savings
- Payback period
- Cash-flow implications

Stress-test the risks

Fuel price volatility · foreign-exchange exposure · electricity reliability · technology performance · infrastructure constraints · regulatory uncertainty.

Why projects fail to get funded

- × Emissions cuts not quantified
- × Benefits not demonstrated
- × No monitoring systems
- × Weak baselines
- × Unclear responsibilities
- × Too small or fragmented

Financing mechanisms

Commercial
loans

Concessional
finance

Leasing

Blended
finance

Green
bonds

Guarantees &
de-risking

Grants for pilots
& TA

Public-private
partnerships

Where to look in Nigeria

DEVELOPMENT & CLIMATE FUNDS

Development Bank of Nigeria · Bank of Industry · African Development Bank · World Bank · Green Climate Fund · Climate Investment Funds · NSIA

BANKS & GUARANTEES

First Bank · Zenith · Access · UBA · Sterling · Wema · FCMB · InfraCredit · MOFI · United Capital · Chapel Hill Denham · Stanbic IBTC

Aligning with the **Climate Change Act, NDC, ETP, and National Development Plan** strengthens credibility and financing prospects.



STEP 06

Monitor, report & improve



PRESENTED BY

Dr Jubril Adejo (AP3)



Step 6: Monitor, Report, and Improve

Measure what matters & start simple

Core indicators & how to measure them

INDICATOR	HOW TO MEASURE IT
Total fuel consumption (l/month)	Fuel purchase records
Fuel efficiency (l/100 km)	Fuel records & odometer
Total CO ₂ (tonnes/month)	Fuel × emission factor
Average idle time (hrs/day)	GPS, telematics, logbooks
Vehicle load factor (%)	Trip logs vs. capacity
Maintenance compliance (%)	Service vs. schedule
Low-emission / electric share	Fleet register

Also track **resilience** indicators — weather-related disruptions and downtime from flooding, storms or extreme heat.

Suggested frequency

Fuel & fleet efficiency	Monthly
Driver behaviour	Monthly
GHG emissions	Quarterly / yr
Climate Action Plan	Annually
Target review	1–2 years

Example dashboard

Baseline to track change against

Fuel (litres/month)	68,400
Efficiency (l/100 km)	38
CO ₂ (tonnes/month)	183
Idle time (hrs/veh/day)	3.8
Load factor	61%
Low-emission vehicles	0



Step 6: Monitor, Report, and Improve

Identify challenges & opportunities

Report, verify and keep improving

Report & be transparent

WHAT TO REPORT

GHG & air pollutant emissions ·
actions implemented · progress vs.
targets · fuel & cost savings ·
resilience outcomes

WHO REQUIRES IT

Investors & financial institutions ·
regulators & agencies · customers &
supply-chain partners · climate finance
providers

ALIGN WITH

GHG Protocol

ESG reporting

IFRS Sustainability

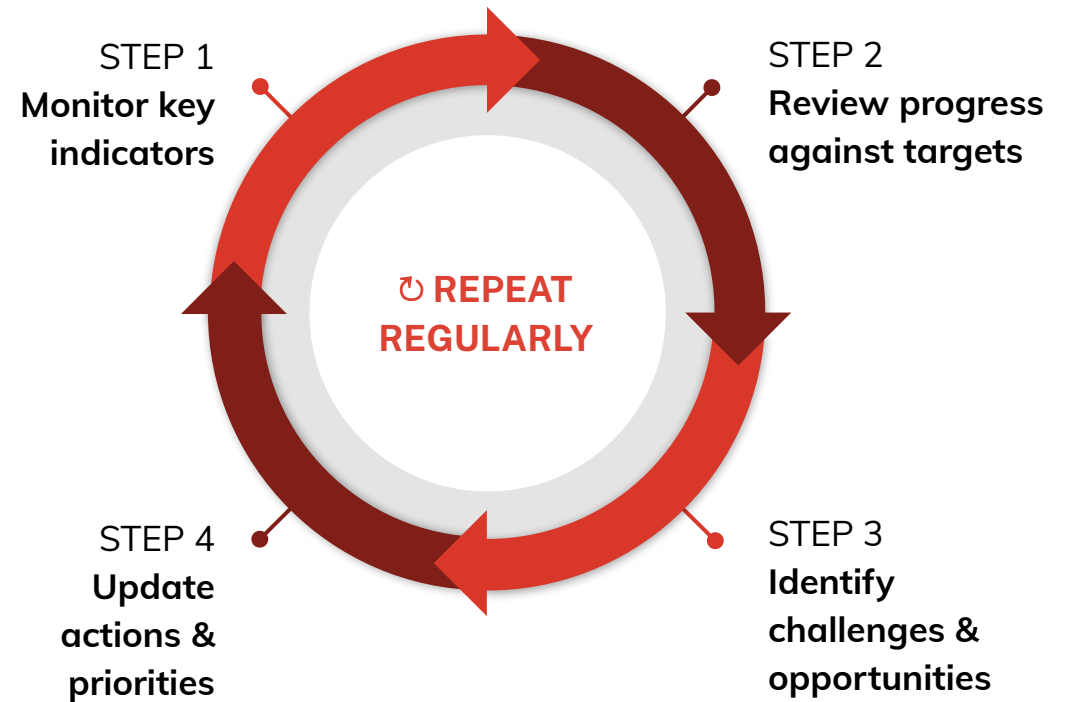
Measurement, Reporting & Verification (MRV)

Climate finance-supported projects may need formal MRV systems; evidence that funded activities are delivering the expected emissions cuts, air-quality gains, operational benefits and resilience outcomes.

Robust MRV improves project credibility and strengthens access to future climate finance.

The continuous improvement cycle

Review the Climate Action Plan regularly to keep it relevant, realistic and effective.





THE GUIDE

From action to impact

PRESENTED BY

Dr. Gori Olusina Daniel · AP3

From action to impact





Questions & Answers

Dr Bernard Obika · CEG



INCLUSION & BENEFICIARIES

Making the transition fair & inclusive

Engr Ruth Ibiyedi · ESG

Addressing inclusion

 CHALLENGE	 PROJECT RESPONSE	 RESULT
 Women are underrepresented in transport industry associations and business networks. Standard stakeholder lists were dominated by men.	 Expanded stakeholder mapping beyond traditional industry contacts to identify women-owned transport-related businesses, female logistics entrepreneurs, and market women responsible for organising local transport and supply chains.	 Women who are normally absent from transport policy discussions contributed practical insights on business operations, transport needs and barriers.
 Persons with Disabilities (PWDs) are rarely represented in transport sector consultations.	 Worked with disability organisations and local networks to identify PWD entrepreneurs, transport users and advocates with direct experience of accessibility challenges.	 Captured evidence on accessibility barriers and priorities for more inclusive transport planning.
 The project could not achieve numerical representation because of structural inequalities within the sector.	 Shifted emphasis from achieving participation targets to capturing high-quality qualitative evidence through targeted interviews and stakeholder discussions.	 Produced an evidence base of lived experiences to inform future Climate and Clean Air Action Plans and transport policy.

Participant Feedback



CLIMATE FINANCE

“

“It’s been a wonderful program... what I am looking forward to is how Nigeria’s SMEs can actually be groomed enough to track their emissions so much so that they can be put in a proper document to access climate finance.”



Azizat Mohammed Adangba
COO, Greentech Energy



GENDER INCLUSION AND SAFETY

“

“There is no reason why anyone should be left out, as transport challenges affect women differently than men... As we are talking about the ways to reduce carbon emission, we also have to look at the safety element for them to be encouraged to use public transportation. I will choose my safety over any climate policy or action. Women have to be invited in those rooms where those conversations are held.”



Etienying Akpanusong
Social Capital Development Specialist



ACCESSIBILITY AND INCLUSION

“

Sometimes due to high levels of smoke from the vehicle, sometimes people who are able will say the smoke is too much, and they come down, and take another vehicle, but for those who are disabled, they are stuck and can’t find another vehicle.”



Emmanuel Adaku (PWD)
Fedojes Transport



CLOSING

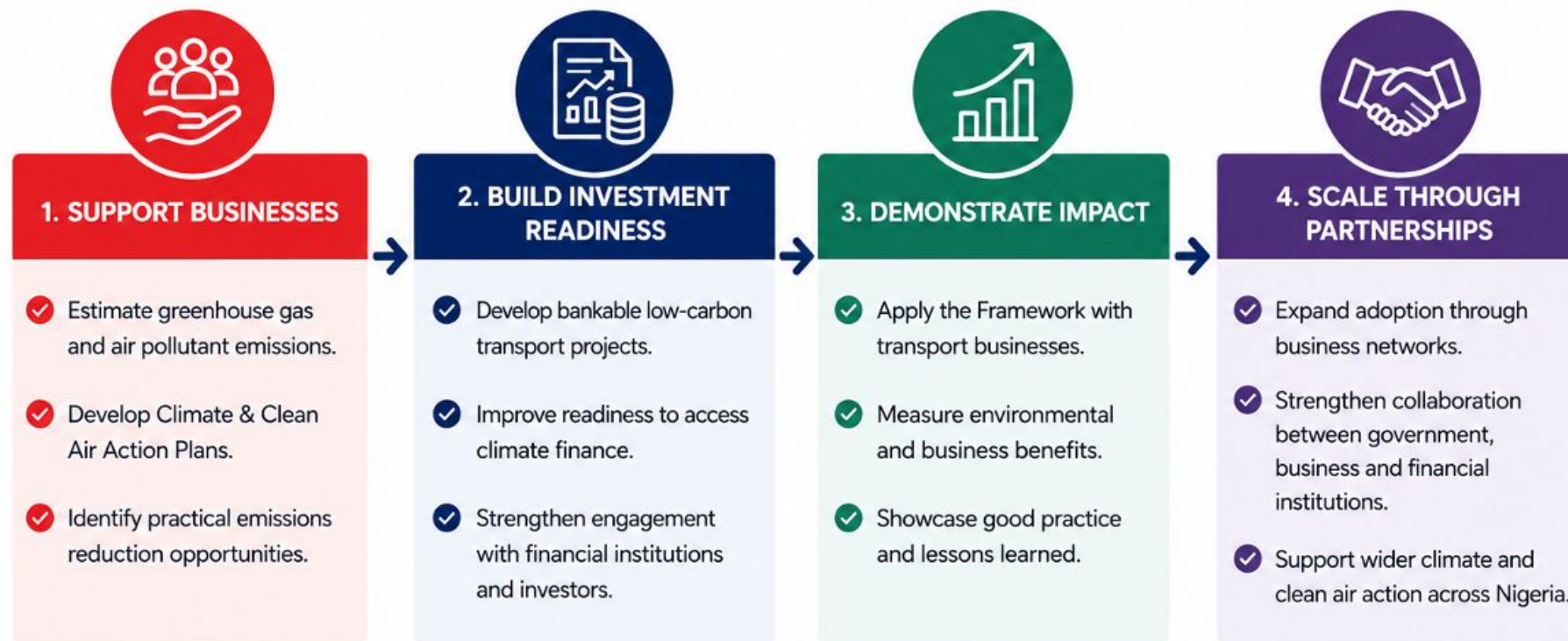
Closing remarks

Dr Bernard Obika · CEG



Technical Support Request Form

Creating opportunities for practical climate and clean air action





THANK
YOU



Stay in touch:



www.ukpact.co.uk



gary.haq@york.ac.uk