Uganda: Development of Nationally Appropriate Mitigation Actions (NAMAs) Towards Low Emissions –A National Energy Plan Strategy

The nationally appropriate mitigation action (NAMA) development process in Uganda has not only taken great strides but also registered significant achievements. From the outset, Uganda's NAMA development process has witnessed a great deal of technical input from two main actors, namely the Ugandan Ministry of Water and Environment in its coordination role through its Climate Change Unit and the United Nations Development Programme's overall quality assurance role, taken on by the UNDP Low Emission Capacity Building (LECB) Programme with funding from the European Commission and the Governments of Germany and Australia.

The NAMA development process started in February 2013 with an inception meeting for the LECB Project followed by a NAMA training to familiarize stakeholders with the NAMA concepts. These activities have marked the beginning of renewed optimism for the country's climate change efforts. Given floods, landslides and growing emissions, sudden climate changes with far-reaching consequences like loss of livelihoods, unemployment and biting poverty, among other things, there has been a clear understanding of the need to shift from business-as-usual to more strategic climate smart initiatives offered by the uptake of NAMAs.

*Old cars for public transport, and poor factory management cause massive emissions. The NAMA on the promotion of fuel efficiency in vehicles by the Ugandan Ministry of Energy and Mineral Development is expected to reduce carbon emissions.**(photo by Gerald Sekiti –Kireka town, near Kampala city)***

Stakeholder involvement throughout the process has uniquely provided a cushion for the NAMA development process in Uganda. A total of 87 stakeholders from different institutions such as government ministries, civil society, the business community, academia and the media have participated in the NAMA development process. Consultations were made at the level of government departments, at workshops and seminars, and with key individuals. These activities have resulted in the identification of champions for the promotion of the NAMA process in Uganda which will contribute to the government's broader efforts towards a low emission development path and strategy.

To further support the process, a series of key meetings were held in the months of August and September to define and refine the potential NAMAs. This included the Climate Change Policy Committee Meeting on Climate Change. The objective of the meeting was to present the NAMA factsheets and concept notes. Meeting participants appreciated the need for inter-institutional collaborations and identified key implementers of the NAMAs. These activities resulted in an emergence of cross-cutting NAMAs, such as the promotion of fuel efficiency in vehicles to be championed by the energy sector with close collaboration of the transport sector, the urban authorities and the enforcement agencies.

The 11 key meetings leading to the development of NAMAs for Uganda tried to address the question: '**What NAMA is appropriate for Uganda and why?**' These meetings raised awareness, created a deeper understanding of the NAMAs and addressed gaps in the NAMA development process for Uganda following the United Nations Framework Convention on Climate Change (UNFCCC) guidelines. The proposed NAMAs have also been aligned to needs of the country, such as reducing poverty, creating employment, mitigating the impacts of climate change and ensuring that the NAMAs contribute to the sustainable development of Uganda as a priority focus for the Uganda Vision 2040.
Challenges were inevitable given the magnitude of the assignment, but these were overcome through wide stakeholder consultations at every critical decision-making stage. The process included the development of a long list of NAMAs that was refined into a short list. The long list had up to 40 mitigation actions for the sectors of agriculture, energy, transport and waste. Following the recommendations of stakeholders, only six priority NAMAs, will be developed to reduce emissions. To Uganda's benefit, the process continues to be stakeholder-led and further consultations are seen as key.

Uganda's six Priority NAMAs in relation to energy and emissions
Six NAMAs out of a long list of 40 NAMAs have been identified as priority actions for Uganda's mitigation action on climate change, as listed below (note: all NAMA proposals are still under final technical review):

1. **Mitigation of Emissions Resulting from Livestock (agriculture sector)**
   This NAMA seeks to develop methods and technical options to reduce GHG emissions from livestock production in Uganda.
2. **Institutional Stoves in Educational Institutions (energy sector)**
   The purpose of this NAMA is to promote the use of energy efficient institutional stoves in educational institutions.
3. **Vehicle Fuel Efficiency (energy sector)**
   Through the implementation of a Fuel Efficiency Initiative and the promotion of more efficient vehicles, this NAMA seeks to reduce greenhouse gas emissions in the transport sector.
4. **Bus Rapid Transit for Kampala (transport sector)**
   The purpose of this NAMA is to improve the efficiency of public transport while saving and reducing emissions associated with public transportation in the Kampala metropolitan region.
5. **Enforce periodic vehicle inspection for emissions and roadworthiness (transport sector)**
   This NAMA seeks to reduce emissions in the transport sector by establishing a

compulsory regular emission check- up for vehicles. This policy is needed in Uganda because of the high possibility for economic growth and prosperity that will lead to increased vehicle importation and use.

6. **Integrated Wastewater treatment (waste sector)**
   This NAMA will encourage GHG emission reductions from agro-industry wastewater.

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