

NS-155 - Fuel Efficiency in Motor Vehicles

Uganda

NAMA Seeking Support for Preparation

A Overview

A.1 Party

Uganda

A.2 Title of Mitigation Action

Fuel Efficiency in Motor Vehicles

A.3 Description of mitigation action

The rapidly growing consumption of fossil fuels due to increases in vehicle ownership is changing Uganda's carbon dioxide trajectory in the transport sector. Uganda lacks an official "approved" national transport policy, meaning that growth of vehicles is occurring in a mainly unregulated and unplanned manner. A lack of capacity within government and among potential partners to undertake the required analysis to support development of a sound policy framework further limits progress in this area. A lack of public acceptance can limit government action in this sector, indicating the need for awareness campaigns.

Uganda potentially could benefit from the GFEI, accessing best practices and expertise to guide policy and regulatory development. Uganda might consider positioning itself to be a GFEI pilot country.

The purpose of this NAMA is to reduce greenhouse gas emissions and promote sustainable development in the transport sector through the implementation of a Fuel Efficiency Initiative that includes the development of policies and regulations that will promote the use of more efficient vehicles. The NAMA will help to address the government's goal of meeting the energy needs of Uganda's population for social and economic development in an environmentally sustainable manner.

The NAMA would reduce emissions on a per vehicle basis through a Fuel Efficiency Initiative designed to increase fuel efficiency in light- and heavy-duty vehicles. The actions could include development of a fuel efficiency policy; development of a regulatory framework for vehicle age, vehicle emissions, and fuel standards; vehicle inspection and maintenance; tax incentives to encourage acquisition of more fuel efficient vehicles; fiscal incentives for a vehicle replacement scheme; and a public information campaign. Reductions in fuel consumption per vehicle will lead to emission reductions from a business as usual (BAU) baseline.

This NAMA is linked to another NAMA, *Periodic vehicle inspection for emissions and roadworthiness*, which describes in greater detail the: i) pre-shipment inspection for vehicles imported into Uganda and ii) periodic inspection and certification for roadworthiness for vehicles in Uganda. The vehicle inspection NAMA is a subcomponent of the fuel efficiency

NAMA, which could be delivered as a standalone action or as part of this broader fuel efficiency NAMA. The two actions can be implemented simultaneously.

A.4 Sector

<input type="checkbox"/> Energy supply	<input checked="" type="checkbox"/> Transport and its Infrastructure
<input type="checkbox"/> Residential and Commercial buildings	<input type="checkbox"/> Industry
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Forestry
<input type="checkbox"/> Waste management	
<input type="checkbox"/> Other <input type="text"/>	

A.5 Technology

<input type="checkbox"/> Bioenergy	<input type="checkbox"/> Cleaner fuels
<input checked="" type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Geothermal Energy
<input type="checkbox"/> Hydropower	<input type="checkbox"/> Solar Energy
<input type="checkbox"/> Wind Energy	<input type="checkbox"/> Ocean Energy
<input type="checkbox"/> Carbon Capture and Storage	<input type="checkbox"/> Low till / No till
<input type="checkbox"/> Land fill gas collection	
<input type="checkbox"/> Other <input type="text"/>	

A.6 Type of action

<input checked="" type="checkbox"/> National/ Sectoral goal	<input type="checkbox"/> Project: Investment in machinery
<input type="checkbox"/> Strategy	<input type="checkbox"/> Project: Investment in infrastructure
<input checked="" type="checkbox"/> National/Sectoral policy or program	<input type="checkbox"/> Project : other
<input type="checkbox"/> Other <input type="text"/>	

A.7 Greenhouse gases covered by the action

<input checked="" type="checkbox"/> CO2	<input type="checkbox"/> CH4
<input type="checkbox"/> N2O	<input type="checkbox"/> HFCs
<input type="checkbox"/> PFCs	<input type="checkbox"/> SF6
<input type="checkbox"/> Other <input type="text"/>	

B National Implementing Entity

B.1.0 Name

Climate Change Department

B.1.1 Contact Person 1

Ag. Commissioner Chebet Maikut

B.1.2 Address

B.1.3 Phone

B.1.4 Email

chmaikut@gmail.com

B.1.5 Contact Person 2

B.1.6 Address

B.1.7 Phone

B.1.8 Email

B.1.9 Contact Person 3

B.1.10 Address

B.1.11 Phone

B.1.12 Email

B.1.13 Comments

The Ministry of Energy and Mineral Development will be the lead agency in this NAMA, working with the Department of Transport Regulation and Quality Assurance, Ministry of Works and Transport.

Other important stakeholders include the Ministry of Finance Planning and Economic Development, Uganda Revenue

Authority, Uganda National Bureau of Standards, National Planning Authority, Kampala Capital City Authority, Uganda Police, Transport Licensing Board, National Environment Management Authority and Civic Society. Policy support, research and analysis could potentially be supported by the Global Fuel Economy Initiative (GFEI), particularly through the United Nations Environment Programme (UNEP).

The Climate Change Unit (CCU) in the Ministry of Water and Environment would provide overall oversight on emissions monitoring reporting and verification (MRV).

C Expected timeframe for the preparation of the mitigation action

C.1	Number of months for completion	12
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D Currency

D.1	Used Currency	<input type="text" value="AED"/> Conversion to USD: 1
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E Cost

E.1.1	Estimated full cost of preparation	250000
E.1.2	Comments on full cost of preparation	Surveys will be conducted to estimate the GHG emissions of the vehicle fleet and build on the Second National Communication. This will provide the BAU scenario and from this provide the basis of monitoring during the implementation of the NAMA.

F Support required to prepare the mitigation action

F.1.1	Amount of Financial support	
F.1.2	Type of required Financial support	<input checked="" type="checkbox"/> Grant <input type="checkbox"/> Loan (sovereign) <input type="checkbox"/> Loan (Private) <input type="checkbox"/> Concessional loan <input type="checkbox"/> Other <input type="text"/>
		<input type="checkbox"/> Guarantee <input type="checkbox"/> Equity <input type="checkbox"/> Carbon finance
F.1.3	Comments on Financial support	
F.2.1	Amount of Technical support	
F.2.2	Comments on Technical support	
F.3.1	Amount of capacity building support	
F.3.2	Type of required capacity building support	<input type="checkbox"/> Individual level <input type="checkbox"/> Institutional level <input type="checkbox"/> Systemic level <input type="checkbox"/> Other <input type="text"/>
F.3.3	Comments on Capacity Building support	
F.4	Financial support required	<input type="checkbox"/>
F.5	Technological support required	<input type="checkbox"/>
F.6	Capacity support required	<input type="checkbox"/>

G Relevant National Policies strategies, plans and programmes and/or other mitigation action

G.1	Relevant National Policies	Links to National Development Plan: The NAMA responds to <i>Objective 4 – Promotion of Energy Efficiency</i> in the Energy sector, which is considered one of the Complementary Sectors in the National Development Plan. This NAMA will operationalize
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the draft Transportation policy that recognizes the importation of old vehicles into the country as a concern for pollution and long-term reduction in value for money. The NAMA also relates directly to the National Transport policy and the Non-Motorized Transport Policy, both of which have strategies for nationwide improvement of sustainable transportation. This NAMA is in line with the Energy Policy of Uganda (2002), the Renewable Energy Policy of Uganda (2007), the Energy Efficiency Strategy and Plan 2009.

Links to Climate Change Policy: The NAMA supports *Policy Priority No 9 – Energy*, which seeks to promote sustainable energy access and utilisation as a means of sustainable development in the face of uncertainties of climate change. This NAMA also links with the climate change policy transport sector strategies particularly the promotion of modes of transport that take GHG emission reduction into account.

This NAMA is closely linked to the *Periodic Vehicle Maintenance NAMA*

G.2 Link to other NAMAs

H Attachments

H Attachments

Title	Description
Vehicle Fuel Efficiency.docx	

H.1 Attachment description

H.2 File

I Support received

I.1 Outside the Registry

No support received yet

I.2 Within the Registry

Support provided	SupportType	Amount	Comment	Date
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