Facilitating access to international climate finance

Activity	Building and Transport NAMAs combined with a monitoring, reporting and verification system (MRV) for greenhouse gas emissions in Tunisia
Area	Capacity building
Country	Tunisia
Project title	Capacity building for GHG inventories and MRV in Tunisia
Duration	2012 – 2016
Partner institution	National Agency for Energy Conservation (ANME), Ministry of Local Affaires and Environment (MALE)
Implementing organisation	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
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Summary

This project supported the Tunisian Government in setting-up a national greenhouse gas (GHG) inventory system as well as a Measurement, Reporting and Verification System (MRV) for the Tunisian Building NAMA. It furthermore worked with ANME and the Municipality of Sfax on a regional Transport-NAMA approach for the city of Sfax. While a viable system to measure, report and verify the impact of NAMAs is a main prerequisite for obtaining international support for climate action, the lack of technical and institutional capacity for greenhouse gas monitoring and MRV was obstructing the successful implementation of activities. In the light of these challenges, the development of a robust GHG inventory for reporting under the UNFCCC as well as MRV systems for the individual NAMAs improves access to international climate finance and is well suited to be replicated in other countries.

Initial situation

Tunisia developed a National Climate Strategy aiming to reduce GHG emissions but lacked of technical and institutional capacity for GHG monitoring and MRV which is required to benefit from international support for NAMA implementation. Until 2012, Tunisia had only commissioned two GHG inventories which were elaborated by external consultants. There were neither replicable MRV processes in place nor the necessary knowledge in the governmental institutions. In order to meet the national emission reduction targets and to report according to the UNFCCC regulatory, the Tunisian Government decided to build up the necessary capacity at the competent authorities as well as the respective companies to allow for a regular GHG monitoring and reporting.

Contribution to GHG mitigation

For the national inventory system about 25 public servants were trained in collecting and processing emission data. Data collection is based on available in-house data, official statistics as well as field surveys acknowledging the local conditions. While data return rates in major sectors such as cement were high, data needed to be extrapolated for other sectors with a large number of small

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companies (e.g. brick production). Overall, the new GHG inventory system provides a reliable basis for successful reporting to the UNFCCC e.g. the 1st Biennial Update Report (BUR), and the development of Intended Nationally Determined Contributions (INDC).

Another innovative approach consisted of designing an MRV system for the Tunisian Building Nama with a special focus on the rooftop PV subsidy programme. In order to receive funding for PV installations, installers have to register and apply at the National Agency for Energy Conservation. So far all applications were manually handled through a paper-based process. The data management system installed achieved a reduction of processing time and effort by 67%.

At a later stage, an additional activity was added to the project which consisted of the design of a Transport-NAMA for the city of Sfax with more than 350,000 inhabitants. Through on-site measures and computer modelling, a local transport development plan was designed and analysed concerning the emission reduction potential of officially planned measures, including the construction of two new tram ways and three new fast bus lines. These activities are supposed to be the first element of a country wide Transport-NAMA in Tunisia. An MRV tool has been installed at the Municipality of Sfax to facilitate access to additional international climate finance for the implementation of the measures defined in the local transport development plan.

Success factors/Replication potential

One of the success factors was the decentralized approach for the GHG inventory. The involved employees were dispersed over three ministries and three technical national authorities, requiring close collaboration. The public servants collecting the data were specialists in their respective sectors and could thus better assess data conformity than generalists.

In order to avoid lengthy definition processes, an international standard was applied for the Building-NAMA MRV-System (GHG Protocol Policy and Action Standard of the World Resources Institute). Trainings for the companies that deliver the data, e.g. through online videos which show how to fill out the required forms, are considered crucial for data consistency and smooth processing.

Future MRV or NAMA projects should also put emphasis on ensuring the collaboration between different government institutions which was a key success factor for the Tunisian project. Finally, the needs of the administrators who have to deal with the tools on a daily basis need to be well understood to avoid frustrations and achieve the expected process efficiencies. Many public administrations are short on staff, therefore any measure that saves time and effort is usually welcome.

Lessons learned

An important point to be considered for future NAMAs in the housing or other sectors is to be aware of aspects of a MRV system which go beyond software and hardware, such as institutional structures, calculations, data sources and data provision, training, etc. – the project has shown that only if those points are duly addressed, the MRV system can be successful in the long-term.

Additional lessons learned from the transport NAMA are that the regional and national interlinkages in the transport sector have to be well considered in order to create a comprehensive and consistent tracking system and to avoid e.g. double counting. Therefore, local and national transport plans need to be synchronized to the most possible extent. The knowledge about complex mobility models may not be available on local level which can make the involvement of national or external experts necessary.

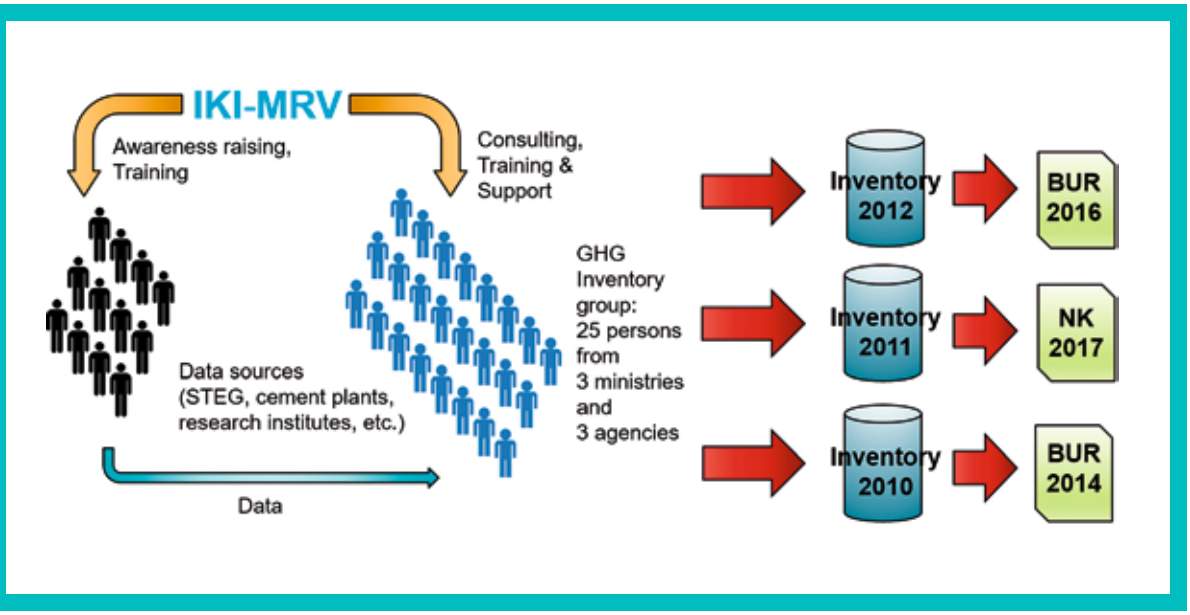

Figure 1:
IKI-MRV Process

This project has been selected as a good practice by the GIZ project "Policy dialogue and knowledge management on LEDS in the MENA region". Within this framework, ten projects of the International Climate Initiative have been selected in total.

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