



Sharing views and experiences on “**economic diversification and transformation**” and “**just transition of workforce and creation of decent work and quality jobs**” in the context of sustainable development

Country Case - Ghana

By

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Overview of Presentation



- Background
- Country characteristics
- Ghana's Climate Change Response Measures
 - Policies & Programmes by Sector (Energy, AFOLU, Waste)
 - Impact on “economic diversification and transformation.”
 - Impact on “just transition of workforce and creation of decent work and quality jobs.”
- Challenges
- Way forward



Background



- Climate change is already a measurable reality and Ghana is especially vulnerable to its impacts. Therefore, addressing climate change concerns must take cognizance of Article 4.8 of the UNFCCC, Articles 2.3 and 3.14 of the Kyoto Protocol, SDG 8 and Article 4 Paragraph 7 and 19 of the Paris Agreement.
- Key drivers of Ghana's Climate Change policies and programmes include:
 - The desire to move towards a climate-resilient economy, as such, climate adaptation and sustainable development are central to Ghana's climate policy.
 - Potential climate impacts on transformation and sustainable development.
 - Energy security (e.g. development of renewable notably solar power). Ghana's energy strategy sets a 10% target for renewable by 2020 (NCCP, 2013: 3 -13)



Ghana at a glance

Background and demography

Ghana is in West Africa and is a tropical country with a land area of 238 540 sq, km.
Continues to get warmer amidst erratic rainfall pattern and severe drought condition.
Population growth: 18.8 million in 2002; 26.9 million in 2015. Annual growth rate of over 2%.

Macro economic outlook

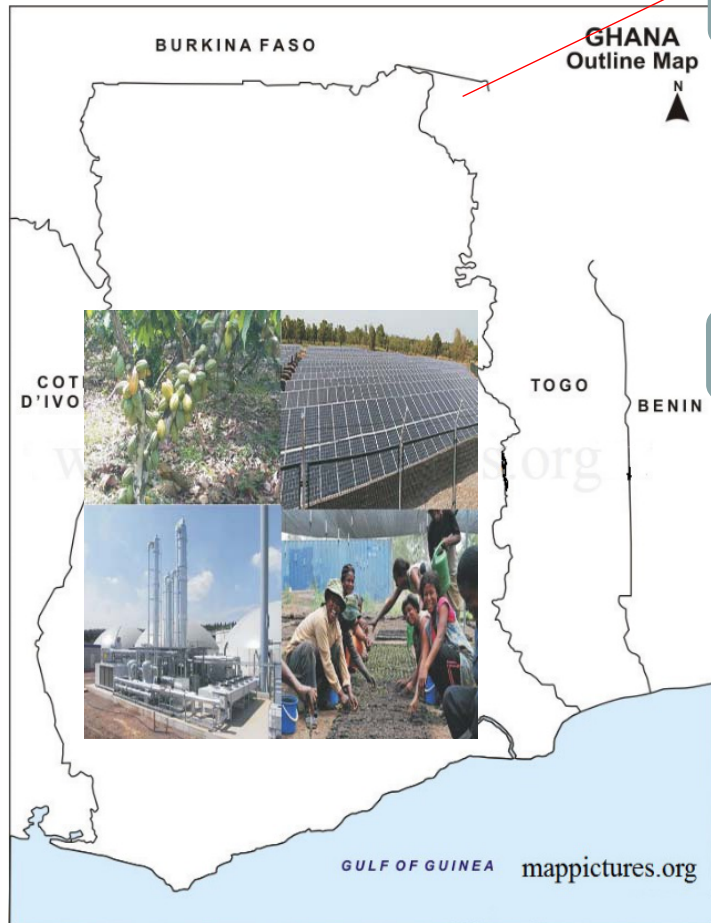
Service sector 51.7% led economy as of 2014. Industry (28.4%) and Agriculture (19.9 %) contribute to the rest of the economy.
Agric employs 60% of the workforce.
Lower middle income with GDP/capita of 1,858.2 US dollars in 2014.

Average annual GDP growth of 8.5% between 2010 and 2014.

Political system

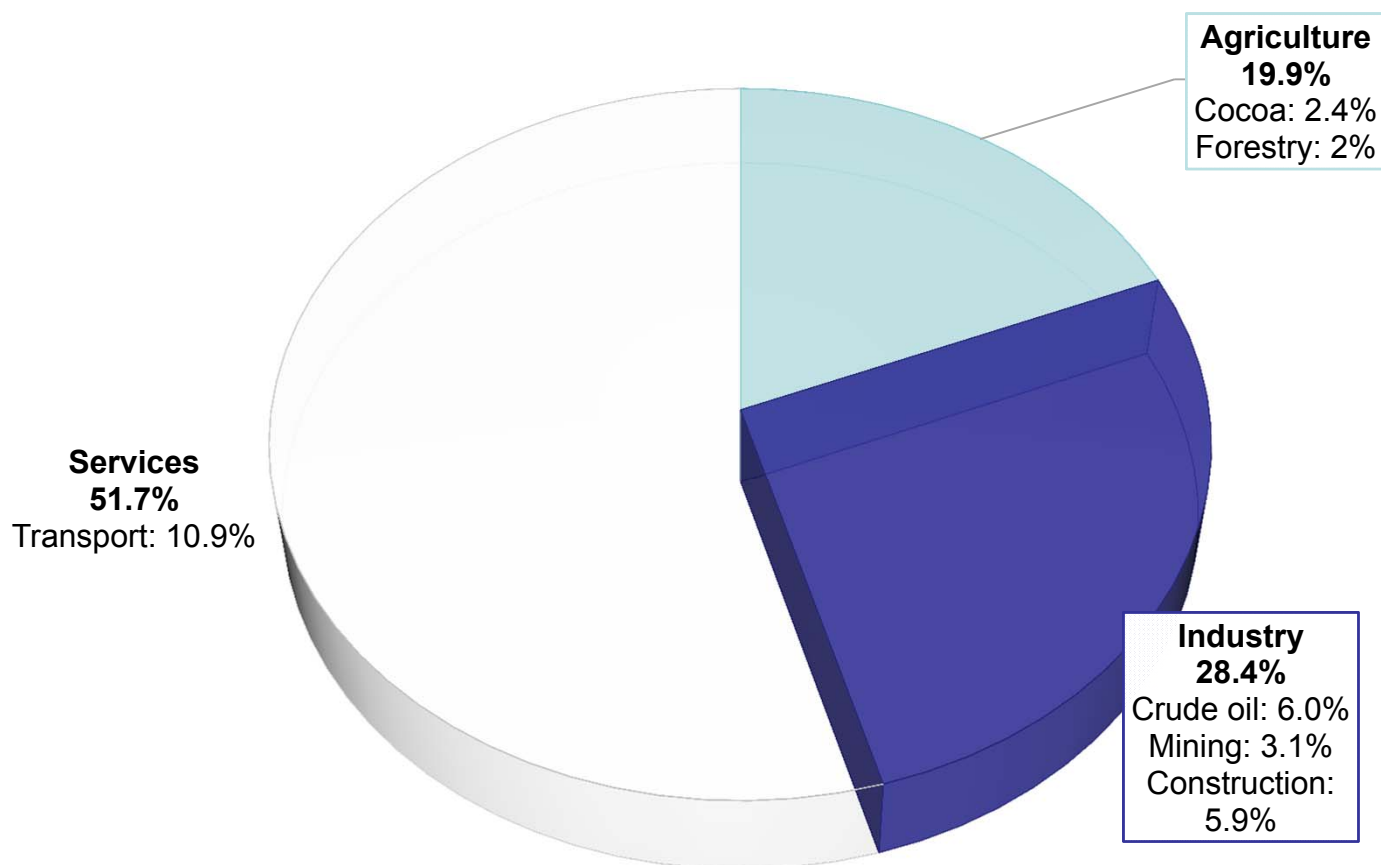
Progress in institutionalizing democratic governance since the adoption of the 1992 constitution.
Liberalization of the media and civil societies and trade unionists concerns and advocacy taken into account in governance issues.

Source: FAOSTAT, 2015. "Ghana"





GDP COMPOSITION



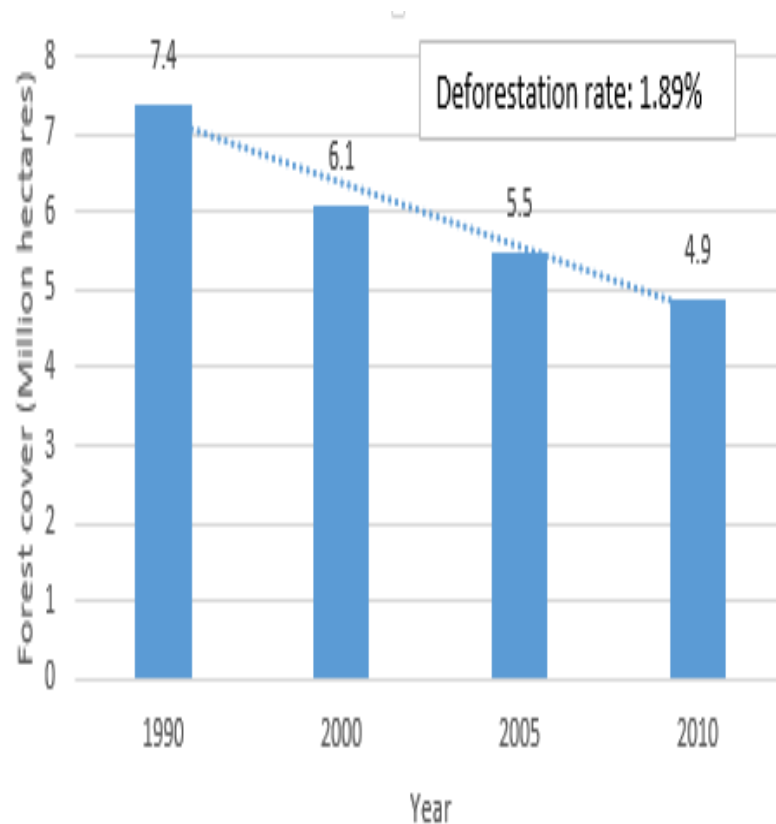
Source: Ghana Statistical Service (2012-14)



Ghana at a Glance



Decline in forest cover from 7.4 million hectares in 1990, to 4.9 million in 2010



Economic Developments Impacts

- Ghana's economy is to a large extent based on natural resource extraction, forestry, agriculture and mining.
- The country has a high deforestation rate.
- Cost of environmental degradation is estimated at .5% of GDP.
- Total national emissions of 33.7 MtCO₂e in 2012.
- AFOLU and the Energy sector including transportation are two largest sources of GHG.

Source: FAOSTAT, 2015. "Ghana"



GHG Emissions By Sector & Sub-sectors



The TNC notes that: “The economic transformation has resulted in notable rise in emissions from **road transport**, electricity generation in **crude-fired thermal plants**, **biomass burning** ... and due to **deforestation**” (TNC 2015).

Sectors & Sub-sectors	Emissions					Share of Total Emissions	
	Mt	Mt CO ₂ e					
		CO ₂	CH ₄	N ₂ O	PFC	Total	%
1. All Energy (combustion & fugitive)	12.59	0.64	0.27	0	13.51	73	40.1
Stationery energy combustion	6.29	0.60	0.15	0.0	7.0	38	
Transport	6.30	0.04	0.12	0.0	6.5	35	
Fugitive emission	0.00	0.00	6E-06	0.0	0.002	0	
2. Industrial Process & Product Use	0.35	0.00	0	0.11	0.47	3	1.4
3. AFOLU	1.86	3.70	9.62	0.00	12.54	100	45.1
Livestock	0.00	2.13	0.9	0.0	3.0	20	
Land	1.84	0.00	0.0	0.0	1.8	12	
Aggregated and non-CO ₂ emissions	0.02	1.57	8.7	0.0	7.7	68	
4. Waste	0.00	4.02	0.49	0.0	4.5	24	13.4
Total net emissions (w/ AFOLU)	14.81	8.36	10.38	0.11	30.85		100
Total emissions (w/o AFOLU)	12.95	4.66	0.76	0.11	18.49	100	

1. **Energy**: accounts for 40% of the total GHG emissions (2012) and groups the following interrelated subsectors:

- (a) Energy generation and
- (b) Transport.

2. **AFOLU** (agriculture, forestry and other land uses accounts for 45.1 % of total GHG emissions (2012).
(a) Forestry and
(b) Agriculture.

3. **Waste** accounts for 13.4% of total GHG emissions (2012) and offers a large and currently untapped mitigation potential.

Source: TNC, 2015.



Ghana's Preparedness in Climate Change Response Measures



- Committed to climate for sustainable growth within the context of sustainable development.
- Anchored in the 1992 Constitution Article 41 (k) and EPA ACT, 1994 (Act 490).
- Overarching economic development document is the Ghana Shared Growth and Development Agenda II (GSGDAII-2014-2017), 40 Year Development Plan and Ghana's National Climate Change Policy-2013 (GNCCP).
- Signed and ratified the UNFCCC Convention, Kyoto Protocol and the Paris Agreement.
- Submitted its NDC-20 mitigation policy actions and 11 adaptation policy actions with a focus on gender and the vulnerable.



Climate Change Policies



Ghana National Climate Change Master Plan Action Programmes for Implementation: 2015–2020



agriculture infrastructure communities carbon sinks ecosystems



health water gender migration energy

- “**Ghana Shared Growth and Development Agenda II (GSGDA II – 2014-2019)**”.
- GSGDA includes ample references to climate change and serves as the umbrella policy for **Ghana’s National Climate Change Policy (NCCP)**, adopted in 2013.
- NCCP:
 - Key vision: “to ensure a climate-resilient and climate compatible economy while achieving SD through equitable low-carbon economic growth for Ghana”
- New national **Environmental and Natural Resources Advisory Council**, chaired by the Vice-President, has a strong oversight role.
- Ghana has a **National Climate Change Committee (NCCC)**, led by Ministry of Environment, Science, Technology and Innovation (MESTI).



Climate Change Policies

The NCCP outlines 3 phases:

Phase 1. The NCCP itself

Phase 2. Low Carbon Development Strategy (LCDS, which is currently being drafted).

Phase 3 of the NCCP: “Phase three will detail how climate change programmes and actions identified in phase two can be mainstreamed and embedded in a time-bound and budgeted manner, into annual work plans of implementing units” (NCCP 2013: ix).

Other general climate-related policies:

- National Climate Change Adaptation Strategy
- Ghana Plan of Action for Disaster Risk Reduction and Climate Change Adaptation
- National Development Planning System Act (Act 480)
- Environmental Assessment Regulations, 1999 (LI 1652)
- Local Government Act (Act 462)
- List of 55 NAMAs submitted to the UNFCCC (2010)



CC Policies & Programmes in Specific Sectors



ENERGY

Subsector: Energy Supply

- Draft National Bioenergy Policy
- National Energy Policy (2010)
- Renewable Energy Act 832 (2011)
- National Energy Plan (SNEP) 2006-2020
- Sustainable Energy for all action plan (SE4ALL, 2012)
- Solar PV Electrification Programme. 1999-2018
- Natural Gas Fuel Replacement Programme
- Natural Gas Recovery and Utilization from Jubilee Oil Field (CDM project)

Subsector: Energy Demand

- Energy Efficiency Standards and Labeling Regulations, 2005
- Energy Efficiency Standards and Labeling (Household Refrigerating Appliances) Regulations, 2009
- Energy Efficiency Regulations, 2008
- Phasing out of fossil fuel subsidies
- Solar Lantern Distribution Programme
- Efficient Lighting – CFL replacement programme 2007
- Efficient Fridges Market Transformation and Rebate Programme
- Installation of capacitors in commercial/industry buildings
- Improved Cookstoves and LPG Cookstoves



CC Policies & Programmes in Specific Sectors



Subsector: **Transport**

- 2008 National Transport Policy
- Sector Medium-term Development Plan (2012-2014) to guide the implementation of the Transport Policy
- Development of Bus Rapid Transit (BRT) - Accra
- Proposed Motor Emissions Standards (stationary and mobile engine emissions and fuel economy)
- Penalty on imported over-aged vehicles (10 years)
- Annual road-worthy certification for all vehicles after inspection





CC Policies & Programmes in Specific Sectors



AFOLU

Subsector: Agriculture

- Food and Agriculture Sector Development Policy (FASDEP II)
- Medium Term Agriculture Sector Investment Plan (METASIP 2010-15)
- National Climate Change Adaptation Strategy (2013)
- Sustainable Land and Water Management Project
- Cocoa food labelling initiatives (e.g. UTZ Certified; Rainforest Alliance)

Subsector: Forestry

- Revised National Forest and Wild life Policy (2012)
- National Forest Plantation Development Programme (NFPDP)
- Forest Investment Programme
- Cocoa REDD+ Programme
- Voluntary Partnership Agreement (VPA) and Forest Law Enforcement, Governance and Trade (FLEGT)



CC Policies & Programmes in Specific Sectors



Waste

- Draft National Bioenergy Policy
- National Environmental Sanitation Strategy and Action Plan (NESSAP, 2010)
- CDM project on Composting of Municipal Solid Waste in Accra area (registered in 2012).
- Landfill with gas collection: CDM POA project
- Institutional biogas

International

Energy:

- EU Fuel Quality Directive (Ghana: jatropha cultivation)
- Aviation: EU ETS/ICAO (*potential future policies*)
- Shipping: IMO (*potential future policies*)

AFOLU

- Food labeling (e.g. Cocoa)
- REDD+ (domestic/international)

Cross-sectoral

- CDM (domestic/international)



CC Policies and Socio-Economic Impact



ENERGY/TRANSPORT SECTOR

POLICY/PROGRAMME	IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION	IMPACT ON JUST TRANSITION TO DECENT JOBS
Solar PV Electrification	<ol style="list-style-type: none"> 1. Contribute to energy security (target 10% share of installed capacity by 2020 (Energy Commission, 2006; BUR 2015) 2. Transformation of health services in northern Ghana (e.g., reduction in maternal mortality) especially in rural areas (Energy Commission, 2006) 	<ol style="list-style-type: none"> 1. Job creation opportunities and capacity building for artisans, electricians, etc (BUR 2015, Annex 3) 2. Increase in household disposable income in the long term
	<ol style="list-style-type: none"> 3. High marginal abatement cost estimated at 109.8 USD/Ton CO₂e (TNC, 2015) 	



CC Policies and Socio-Economic Impact



ENERGY/TRANSPORT SECTOR

POLICY/PROGRAMME

Development of Bus Rapid Transit (BRT), Accra



'Ayalolo' Buses Take Off With No Insurance

BY Cephas Larbi
cephro@yahoo.com

THE MUCH-hyped Bus Rapid Transit (BRT) service, also known as 'Ayalolo Express,' yesterday started in some selected areas of Accra with buses that have not been insured and registered.

One of the green buses, which plied one of four designated routes - Amasaman to Achimota to Circle and then to Tudzi - was mostly seen without passengers.

Some of the commuters, who spoke to BUSINESS GUIDE, said they refused to board the buses because they were unlicensed, adding that the piloting was a bit premature.

A DV number plate was only seen on the dashboards of the buses.

The project is currently being undertaken on pilot basis and will later be extended to other parts of the country.

However, in an interview with

the vehicles since they pose risk to the passengers, according to the police.

Backdrop

The BRT is under the Urban Transport Project (UTP) of the Ministry of Roads and Highways.

It is jointly funded by the World Bank, the Agence Francaise de Developpement (AFD), Government of Ghana and the Global Environment Facility Trust Fund at a cost of \$95 million.

It is being jointly implemented by the Ministry of Local Government and Rural Development, the Ministry of Roads and Highways and the Department of Urban Roads.

The process towards the implementation of the BRT started in 2007 when the New Patriotic Party (NPP) was in power.

Between 2008 and 2009, it faced many difficulties, key among them being the stiff resistance from private transport operators.

In the early part of the NDC administration under late President John Evans Atta Mills, a team of gov-

Mallam-Kasoa road. That project has since been shelved because of inadequate funding.

The World Bank, a major partner in the project, was forced to pull out of the transaction because of the failure of government to meet the 2015 deadline since the project was expected to start after eight years.

Government is not well resourced for the full implementation of the BRT project, which is well rooted in countries like Rwanda, Ethiopia and Nigeria.

Political Gimmickry

A lot of people suspect that government is implementing the BRT without adequate preparation just to score political points a few months to elections just as in the case of the Komenda Sugar Factory which started prematurely.

They have therefore called on the country's authorities to ensure the appropriate registration and licensing of the buses in order to protect the public.

IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION

1. Increased access to local commercial zones (Okoye et. el, 2010:43)
2. 10% increase in number of trips by public transport in pilot corridor (BUR, 2015, Annex 3)
3. Reduce traffic times and congestion levels (BUR, 2015)
4. High initial cost; estimated at USD29 million mainly through external loans and grants.

IMPACT ON JUST TRANSITION TO DECENT JOBS

1. Potential job gains and capacity building within the BRT system.
2. Potential job losses in other private passenger transport operations (trotro operations).
3. Displacement of street hawkers and other commercial operations along the corridor (900 temporary structures)



CC Policies and Socio-Economic Impact



ENERGY/TRANSPORT SECTOR

POLICY/PROGRAMME	IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION	IMPACT ON JUST TRANSITION TO DECENT JOBS
Natural Gas Recovery and Utilization from Jubilee Oil Field (CDM Project)	<ol style="list-style-type: none">1. Financial savings for Ghana government equivalent to USD 2 billion over a 10-year period (BUR, 2015)2. Sale of CERs (expected yearly emission reduction of over 2.6 million tons of CO₂e (UNFCCC, 2012c)3. Unintended negative economic and social impact on catchment area (e.g., volatility in prices, rent, services; infrastructure)	<ol style="list-style-type: none">1. Job creation and capacity building for local communities – in line with the Ghana Local Content and Local Participation Regulation, 2013 (LI2204).



CC Policies and Socio-Economic Impact



AFOLU SECTOR

POLICY/PROGRAMME	IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION	IMPACT ON JUST TRANSITION TO DECENT JOBS
National Forest Plantation Development Programme (NFPDP)	<ol style="list-style-type: none">1. Modified Taungya system to enhance food production – 46,502.78 tonnes to 56,600.67 tonnes (BUR, 2015 Annex 3; Forestry Commission, 2013) (Benefit sharing – 40% government, 40% farmer, 15% chief, 5% community)2. Potential sustainable supply of timber	<ol style="list-style-type: none">1. Creation of alternative and diversified livelihoods for famers (e.g., nurseries established by famers).2. No social security schemes to protect famers against all forms of disasters (e.g., wild fires)



CC Policies and Socio-Economic Impact



AFOLU SECTOR

POLICY/PROGRAMME

Ghana Cocoa Forest REDD+ Programme



IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION

1. Receive payment for emission reductions (ER).
2. Sustainable supply from climate smart and climate resilient cocoa agriculture in view of expected climate impact (FCPF, 2014)
3. Programme development cost – estimated at USD 578 million (BUR, 2015).

IMPACT ON JUST TRANSITION TO DECENT JOBS

1. Enhanced yields to cocoa farmers.
2. Unequal benefit sharing (including carbon revenue benefit) and elite capture.



CC Policies and Socio-Economic Impact



AFOLU SECTOR

POLICY/PROGRAMME	IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION	IMPACT ON JUST TRANSITION TO DECENT JOBS
Sustainable Land and Water Management Project	<ol style="list-style-type: none">1. Expected long term productivity gains (World Bank, 2010).2. Reduction in migration of farmers in Northern Ghana.3. Health benefits and water security.4. Initially SLWM technologies may be too expensive for farmers.	<ol style="list-style-type: none">1. Increased climate-resilience of livelihood systems.2. Community empowerment through engagement.3. Greater returns for participating farmers.



CC Policies and Socio-Economic Impact

WASTE SECTOR

POLICY/PROGRAMME

CDM Project on Composting of Municipal Solid Waste in Accra Area



Mr. John Kwao Sackey addressing Journalists at the Abokobi dumpsite yesterday
By Patrick Biddoh

A 43-acre land situated between the Ga East and La Nkwanta Municipalities in the Greater Accra Region is to be developed into a new landfill and engineering site.

The new landfill site, which is going to be a project put together by a private public partnership, will replace the Abokobi dumping site located in the Ga East municipality.

The project, which will soon begin, will help to improve the management of waste in the city since it will recycle waste and become second to the Kpone landfill and engineering site in the Greater Accra Region.

The Municipal Chief Executive for Ga East, Mr. John Kwao Sackey, who dropped the hint yesterday, explained that the company responsible for the setting up of the new landfill and engineering plant is awaiting certification from the Electricity Company of Ghana because there is a component which will see the waste being recycled into the generation of power.

Mr. Kwao Sackey, who was addressing journalists at the end of a fumigation exercise at the Abokobi refuse dumping site yesterday, said waste has become a resource and that there is the need to attract investors to make the full use of it.

The benefit of deriving the full use of waste, he pointed out, includes turning the waste into manure so that importation of fertilizers can be

money.

In view of this, he suggested a multi ministerial approach from the Ministry of Agriculture and the Ministry of Energy towards realizing the full benefits of waste.

Yesterday's fumigation exercise which was undertaken by Waste Landfills Company Limited was one of the regular weekly fumigation to forestall disease outbreaks, especially when residents in and around the dumping site have complained about the stench emanating from the refuse dumpsite.

Although the dumpsite was a government acquired land, Mr. Kwao Sackey said individuals started buying and developing around the area when they realized that government was giving it back to the owners in 2004.

This, he explained, was the reason the dumpsite became a health threat to residents and that initially there were no buildings around it.

He revealed that, in the meantime, a circuit court will be set up at Kwabenya to handle sanitation cases, among others, as a way to enforce the byelaws of the Assembly.

The Operations Manager for Waste Landfills Company Limited, Mr. Richard Omane, on his part, said that the dumpsite will be decommissioned and used as a transfer station when the new landfill site begins operations.

His outfit, he assured, will continue to keep the threat of an outbreak of any diseases averted with the constant fumigation of the

IMPACT ON ECONOMIC DIVERSIFICATION & TRANSFORMATION

1. Production of fertilizer (compost).
2. Sale of CERs – 68,902 tCO₂/year.
3. High upfront investment cost.

IMPACT ON JUST TRANSITION TO DECENT JOBS

1. Job creation.
2. Technology transfer and capacity building in waste management techniques (UNFCC, 2012).
3. Potential negative impact on the informal waste collectors.



CHALLENGES



1. Limited stakeholder participation.
2. Inadequate training and awareness creation.
3. Shifting political priorities and long term vision.
4. High cost of investment/dependence on national budgets for operating policies
5. Fiscal – high debt levels, etc.
6. Cultural hindrances
7. Ghana's integration in the international system
8. More urbanized and services dominated economy
9. Decreasing role of the agric sector without improved productivity of the manufacturing sector
10. Mining Sector overlooked
11. Land management
12. Inadequate data/research to guide implementation.
13. Low emphasis on Climate Change in national budget.
14. Low Public-Private partnership and initiatives



WAY FORWARD



1. Need for comprehensive assessment (qualitative and quantitative terms).
2. Need to assess the impact of mining in the AFOLU sector.
3. Need to develop linkages between mitigation policies, labour, trade and employment policies (insurance, pension smart taxes etc).
4. Need to access tools and funds for implementation (technology mechanism, response measures, GCF, capacity building, etc)
5. Need for comprehensive national strategy on impact of response measures which is gender responsive. (Principle 20, Rio Declaration, Decision 1CP.16, Decision 2/CP.17, Decision 18/CP.820 SDG 5a, 5.b, 5.5 5c, 5.4 and PA, Preamble...Article 7 paragraph 5 and Article 11 par. 2.
6. Need to map and track climate policy and measures.
7. Need to develop indicators to monitor implementation and impact.
8. National budget should place emphasis on sustainability, equity and climate change.
9. Concerted national effort to promote public-private partnership in climate change mitigation.



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kind attention**