



CBIT-GSP Webinar

Experience Sharing and Lessons Learned from Preparing South Africa's First Biennial Transparency Report

DATE: 18 March 2025



INSTITUTIONAL ARRANGEMENTS

MINISTRY: DEPARTMENT OF FORESTRY, FISHERIES AND THE ENVIRONMENT

DIRECTOR GENERAL : DEPARTMENT OF FORESTRY, FISHERIES AND THE ENVIRONMENT

BRANCH: CLIMATE CHANGE AND AIR QUALITY

**CHIEF DIRECTORATE:
INTERNATIONAL
GOVERNANCE AND
RESOURCE
MOBILISATION**

**CHIEF DIRECTORATE:
CLIMATE CHANGE
MITIGATION &
SPECIALIST
MONITORING SERVICES**

**CHIEF DIRECTORATE:
CLIMATE CHANGE
ADAPTATION**

**CHIEF DIRECTORATE: INTERNATIONAL
CLIMATE CHANGE RELATIONS &
REPORTING**

DATA PROVIDERS

- National Treasury
- Multilateral funding organizations and implementing agencies (DBSA, SANBI, UNEP)
- Dep. of Science, Technology and Innovation
- International Embassies based in South Africa

**DIRECTORATE: CLIMATE CHANGE
DEVELOPMENT AND INTERNATIONAL
MECHANISMS**

**DIRECTORATE:
UNFCCC**

**DEPUTY DIRECTOR: INTERNATIONAL
REPORTING ON CLIMATE CHANGE PROJECT
MANAGEMENT**

**PROJECT
COORDINATOR:
CBIT***

**PROJECT
COORDINATOR:
BTR &
NATCOMMS***

**PROJECT
COORDINATOR:
NATIONALLY
DETERMINED
CONTRIBUTION (NDC)**

OUT PUTS

- National Communications
- Biennial Transparency Reports
- Nationally Determined Contribution

NATIONAL CLIMATE CHANGE BILL

PROJECT STEERING COMMITTEE



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TABLE OF CONTENT SA BTR1 CHAPTERS

OVERVIEW CHAPTER

NATIONAL INVENTORY REPORT OF ANTHROPOGENIC EMISSIONS BY SOURCES AND REMOVALS BY SINKS OF GREENHOUSE GASES

INFORMATION NECESSARY TO TRACK PROGRESS MADE IN IMPLEMENTING AND ACHIEVING NDCS UNDER ARTICLE 4 OF THE PARIS AGREEMENT

INFORMATION RELATED TO CLIMATE CHANGE IMPACTS AND ADAPTATION UNDER ARTICLE 7 OF THE PARIS AGREEMENT

INFORMATION ON FINANCIAL, TECHNOLOGY DEVELOPMENT AND TRANSFER AND CAPACITY-BUILDING SUPPORT NEEDED AND RECEIVED UNDER ARTICLES 9–11 OF THE PARIS AGREEMENT

INFORMATION ON FLEXIBILITY

IMPROVEMENTS IN REPORTING OVER TIME



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CONTENT SA BTR1

- Summary of South Africa's 9th National GHG Inventory, covering the period 2000 to 2022
- SA's GHG emissions (excl. LULUCF) were 489,188 Gg CO₂e in 2000, and these decreased by 2.2% by 2022, with emissions (excl. LULUCF) in 2022 estimated at 478,300 Gg CO₂e.
- GHG emissions (including LULUCF) in 2020 were estimated at 461 342 Gg CO₂e. GHG emissions (including LULUCF) in 2022 were estimated at 435 120 Gg CO₂e.
- In this BTR, SA was tracking the first two years of implementing the NDC implementation; 1 January 2021 - 31 December 2022.
- In this BTR, SA was tracking the updated NDC and the targets which annual GHG emissions will be in a range of 398-510 Mt CO₂-eq of CO₂-eq by 2025 and 350-420 Mt CO₂-eq by 2030.



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SA 1ST BTR CHAPTERS

- SA's first BTR, SA tracked progress on both the 2025 and 2030 targets, in line with the selected indicators for SA.
- The values for the indicator in 2021 and 2022 are 413.10 Mt CO₂-eq and 394.30 Mt CO₂-eq, respectively. SA is on track to meet its 2025 and 2030 NDC targets.
- Although this chapter is not mandatory for reporting in the 1st BTR, SA has chosen to include it, as adaptation is a key priority for the country in addressing the challenges posed by climate change and build resilience in vulnerable communities.
- Information of FTC support needed and received was reported from 1 January 2021 to 31 December 2022.
- Over the reporting period, SA has received significant financial support for climate change action, including over USD \$816.9 million in bilateral assistance and USD \$10.7 million from multilateral sources aimed at supporting and/or benefiting efforts to address climate change in the country.



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BTR PROCESS IN SA

Data Collection & Drafting the BTR

- Use of data collection templates send to data providers.
- Use of the NCCIS to collect data
- Data analysis
- Service provider procurement and appointment
- Drafting of Chapters (Consider TER Report for subsequent BTRs)
- NIR compiled internally within the Climate Change and Air Quality Branch, but summary chapter included in the BTR.
- 3 Months ideally dedicated to completing CRTs for the GHG inventory and CTFs for tracking NDC and support needed and received after finalizing the BTR chapters

Stakeholder Consultation

- The Zero Order Draft BTR chapters get reviewed internally within the CCAQ branch and the FOD draft chapters agreed to.
- FOD draft chapters are integrated into the FOD BTR and it gets finalised after the review by the PSC.
- FOD BTR gets published for public comments for about 30 days
- Public comments and inputs get addressed taking MPGS into account.
- A public response database is developed with every comment ad input and how they were addressed.

Independent Review

- Independent reviewer reviews the FOD BTR in line with the MPGs as well as recommendations made in the previous TER reports .
- DFFE officials and the service provider address comments and agree on the final BTR after the independent review and public consultation.
- An independent review database gets developed outlining how every matter was addressed and recommendations for the next BTR.

Ministerial Approval

- The BTR is at a stage where it is being presented to the Minister for approval. The Minister may decide to take it through the cabinet approval process or approve at Ministerial level.
- The BTR gets government approval

Submission to the UNFCCC

- The BTR is submitted to the UNFCCC together with the NID as well as CRTs for the NIR and CTFs for NDC tracking and Support Needed and Received.
- Date set for the TER with the Secretariat



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WHAT WORKED WELL

SA found that subjecting the draft BTR1 to an independent review process by the UCT team worked well in developing the independent first BTR. The review assisted with clear interpretation of the MPGs and allowed for a the BTR that's more aligned with the MPGs both in terms of completeness and transparency.

The internal coordination within the CCAQ branch also worked well in the drafting process and in addressing the independent review inputs and comments as well as explaining constraints faced where flexibility provisions are used.

Using more streamlined processes for alerting the public about the public consultation process assisted in saving time. A media statement was released by the Minister to make this announcement.

Maintaining regular meetings and adhering to project timelines also contributed to the success of the initiative.

The DFFE leveraged support from SouthSouthNorth (SSN) to navigate the complexities of the procurement process, especially as South Africa's bureaucratic system often caused delays. By partnering with organizations like SSN, we were able to overcome these challenges and ensure the timely execution of the project.



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CHALLENGES



Working under pressure as the process started in February 2024



Institutional personnel constraints due to staff turnover.



Different interpretation of the MPGs and flexibility provisions



Few personnel working on the BTR



Capacity building constraints in preparation for reporting under the ETF



Further training was required on how to handle confidential data from the National Treasury, and this resulted in delays in finalizing the support chapter.



No formal arrangements exist between DFFE and data providers, except for the compilation of the NIR. This resulted in data acquisition delays and gaps. For some mitigation policies and measures, there are general delays in approval of reports which then affect timing and availability of the data



Lack of sufficient financial, capacity building and technical support still required to update and maintain the NCCIS as well as aligning it to reporting under the Enhanced Transparency Framework.



The process highlighted the need to develop a South African BTR data archiving system as currently the data is stored in different Share Points of organizations



Lack of sufficient financial support required to develop provincial systems and link them to the national system



Insufficient training was received on the use of the tool and as such not all team members understood how to use it and this led to delays in finalizing the CRTs for the GHG Inventory.



Information received on NCCRD includes the implementing agency, program description, and the budget, but required information on achieved emissions reductions is incomplete for most of the programmes.



It is challenging to track financial support received as financial support received by SA is not centralized.



Accuracy and verification of the information reported by individuals in NCCRD is a cumbersome process.



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LESSONS LEARNED



Developing the first BTR assisted greatly to identify where the reporting gaps are. More financial support is required including for implementing the GHG Improvement Programme which will also improve the quality of the NIR. A BTR data archiving system is needed.



In ensuring that the SA NDC is well understood by the transparency team, the transparency team is part of NDC technical teams as well as the reference group . This will also assist in making use of the same projections for future BTRs.



More capacity building is required on the use of the tool to generate CRTs and CTFs, especially in person hands on training , as well as for addressing the capacity constraints identified where flexibility provisions are use. This is the area where the CGE , PATPA and other support providers could assist.



The outcomes of the TER will be critical for SA in identifying capacity building needs and areas of improvements for future BTRs. This will be the one of the priorities for 2025.



It is important to have well defined and formalized institutional arrangements for data collection. The DFFE entered into and formal/informal data sharing agreement with the National Treasury on data sharing and it helpful in acquiring the much need financial support data



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THANK YOU!

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Thank You

