GEOSPATIAL ANALYSIS AND GEOGRAPHIC INFORMATION SYSTEM (GIS) MAPPING OF A GREENHOUSE GAS AT MINNA, NIGERIA

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Abstract

Carbon dioxide is generally considered the culprit greenhouse gas. This study will help prepare the framework for a carbon dioxide emission database for Minna. This study concerned household or static sources that were considered significant sources of carbon dioxide over any 24-hour cycle. Stations of interest were appropriately geo-referenced and marked in the conventional way. The stations were re-visited with the carbon dioxide level meter whence information about the outdoor levels of carbon dioxide was logged progressively from one point to the next. The field dataset indicate ambient carbon dioxide levels above the 350ppm threshold selected for this study. By use of the Geographic Information System (GIS), a carbon dioxide emission layer map for Minna was created. The resulting interactive GIS-enabled layer map is a good enough indicator of the major greenhouse gas emmision trend across Minna town. Keywords: Greenhouse, emission, geo-referencing, GIS, mapping

Introduction

Large-scale emission of anthropogenic greenhouse gases resulting in the global warming trend is presently enjoying worldwide attention. The absence of a carbon dioxide emission database for Minna was a source of frustration for the provincial state government of Niger. Minna is the administrative capital of sate of Niger in Nigeria. The aim and objective of this study was the application of the knowledge of geospatial analysis and Geographic Information System mapping to contribute towards the preparation of a framework for a carbon dioxide emission database for Minna. Such a database could be "warehoused" until the Minna Geographic Information System (MGIS) project is complete, so it could be integrated as a layer of the MGIS. Above all, a carbon dioxide emission database for Minna would be central to the activation of a public awareness programme to educate the residents of Minna about the contribution of their town to the overall global warming episode. As a justification, this study was predicated on one of the founding charters of the Federal University of Technology, Minna, i.e. the deployment of academic resources to proffering solutions to questions plaguing the immediate communities. The study was designed to cover all of the developed areal extent of Minna town, more of a house-tohouse coverage scheme. This study concerned household or static sources that were considered significant sources of carbon dioxide over any 24-hour cycle.

A review of the literature concerning the environmental consequences of increased levels of atmospheric carbon dioxide (CO_2) by Robinson (2007) leads to the conclusion that increases during the 20th and early 21st centuries have produced no deleterious effects upon earth's weather and climate. Robinson and his co-workers feared that CO_2 would result in "human-caused global warming" i.e. hypothetical severe increases in earth's temperatures, with disastrous environmental consequences. Increased carbon dioxide has, however, markedly increased plant growth. Atmospheric CO_2 fertilizes plants. Higher CO_2 enables plants to grow faster and larger and to live in drier climates. Plants provide food for animals, which are thereby also enhanced. Predictions of harmful climatic effects due to future increases in hydrocarbon use and minor greenhouse gases like CO_2 do not conform to current experimental knowledge.

In 2009 the United States NewsWeek Project Green reveals that Texas State produces more carbon emissions than most countries. Considering its role in the US economy, it is no surprise Texas ranks as it does. As the nation's leading producer of energy and with more cattle and oil refineries than any other state, it is essentially America's power plant, gas plant, gas pump and beef basket. While many environmentalists focus on the methane (another greenhouse gas) produced by cars, the raising of cattle also contribute to CO_2 emissions (the burning of fuel to transport cattle and meat, etc.). A case study released by Japanese scientists showed that the production of just one kilogram of beef results in more CO_2 emissions than going for a three-hour drive while leaving all the lights on at home. Texas also has the largest petrochemical industry in the country. By some estimates more than half of all Texans live in areas where the air is unsafe to breathe as defined by the EPA's clean air act (www.newsweekwebexclusive.com).

In an article published by Laurence in 2008 (www.suite101.com), the author stated that carbon dioxide levels, largely man-made, are increasing the world average temperature and this increase will have a devastating effect on sea levels. He further stated that the Fourth Assessment Report (AR4) of the United Nations Intergovernmental Panel on Climate (IPCC) issued in November 2007 stated that most of the observed increase in globally averaged temperatures since the mid-twentieth century is very likely due to the observed increase in anthropogenic (human-induced) greenhouse gas concentrations. He added that anthropogenic warming and sea level rise would continue for centuries due to the time scales associated with climate processes and feedbacks, even if greenhouse gas concentrations were to be stabilised. Man-made carbon dioxide emission is having a profound impact on the environment through an increase in sea levels and a dangerous increase in world temperature. It is imperative that such increases in carbon dioxide emissions must not only be stabilised but reduced to avoid the worst effect of global warming. As measured by the Mauna Loa observatory in Hawaii the present-day concentration of CO_2 in the atmosphere average out at 380 parts per million.

In 2009 Connor (www.independent.co.uk) stated that the world will overshoot its long-term target on greenhouse emissions within two decades. He said a study found out that the average global temperature will rise above threshold that could cause dangerous climate change during that time. He said scientists have calculated that the world has already produced about a third of the total amount of carbon dioxide (CO₂) that could still be emitted between 2000 and 2050 and still keep within a 2° C rise in global average temperature. He further stated that substantial reductions in global emissions have to begin soon, really before 2020. If we wait longer the required phase-out of carbon emissions will involve tremendous economic costs and technological challenges. A 2° C global warming would take us far beyond the variations that earth has experienced since we humans have been around. The study concluded that the world must agree on a cut in carbon dioxide emissions of more than 50% per cent by 2050 if the probability of exceeding a 2° C rise in average temperature is to be limited to a risk of 1 in 4.

Lovejoy and fellow workers in 2008 (www.westcoastclimateequity.org) mentioned that in the course of the earth's history, life collectively has had a strong influence on atmosphere and climate. It has helped shaped both, and has been shaped by both. Today, atmospheric and climate changes are driven by a single species- ourselves and they are happening very rapidly. One of the principal elements in this is carbon, the most basic of the building blocks of living organisms. Greenhouse gas emissions are central in the climate agenda. But the key question has always been what is a "safe" concentration of atmospheric greenhouse gases. The pre-industrial concentration was 280ppm. Today the concentration is 389ppm and emission rate have passed beyond the worst case scenario of the Intergovernmental Panel on Climate Change (IPCC). It's been suggested that 350ppm was the concentration beyond which it was unsafe to go. The rapid retreat as well as the thinning of the Arctic Ocean ice is consistent with the conclusion. So, too, earth's ecosystem and biodiversity are sending multiple signals that essentially confirm 350ppm as the limit. Unquestionably we are beyond where we should be.

Ndoke et al 2006 pointed out that since the beginning of the industrial revolution, the atmospheric concentration of CO_2 has increased considerably, as well as those of other greenhouse gases. This increase in concentration is likely to accelerate the rate of climate change i.e. an indirect implication of global warming. The main greenhouse gases are water vapour, carbon dioxide (CO_2), ozone, methane, nitrous oxide, and the chlorofluorocarbons. Levels of these gases are rising as a direct result of human activity. Apart from global warming, greenhouse gases are also responsible for the phenomenon known as ozone layer depletion. It is predicted that the global average temperature will rise by about $2^{\circ}C$ ($3.6^{\circ}F$) by the year 2100 if current emission trend continues. CO_2 is being generated in ever increasing amount in part due to increase in the population of the earth, in part due to clearing of forests (and thus to less use of CO_2 in photosynthesis) and in part to increased combustion of fossil fuels. If this increase becomes severe, it could enhance greenhouse effect, leading to global warming trend. This warming might be enough to melt part of the polar ice caps and raise the level of the oceans.

In 2001 Marland and Boden (www.cdiac.esd.ornl.gov) stated that there is broad consensus which the world community has achieved, that the atmospheric concentration of carbon dioxide (CO₂) is increasing, and this increase is due largely to the combustion of fossil fuels. This increase is likely to lead to changes in the global climate. This consensus is sufficiently strong that virtually all countries are involved in trying to achieve a functioning agreement on how to confront and mitigate these changes in climate. Large and growing anthropogenic release of carbon to the atmosphere is a relatively recent phenomenon. Fossil fuel release occurs largely from energy consuming activities in the developed countries also as a result of changes in land use and the destruction of terrestrial vegetation.

The Study Area

Minna, the administrative capital of the state of Niger in Nigeria, is a semi-rural town some 150km northeast of Abuja by road transport. Like most Nigerian towns and cities, Minna is plagued with the usual challenges of rapid and haphazard urbanization. Such urban centres usually face sanitation and air pollution crises. Minna has undergone marked transformation in the area of geo-spatial information characterization over a period of thirty-four years (it was formally designated a state capital in 1976) as shown by the archival map of Fig.1 and the modern georeferenced map of Fig.2.

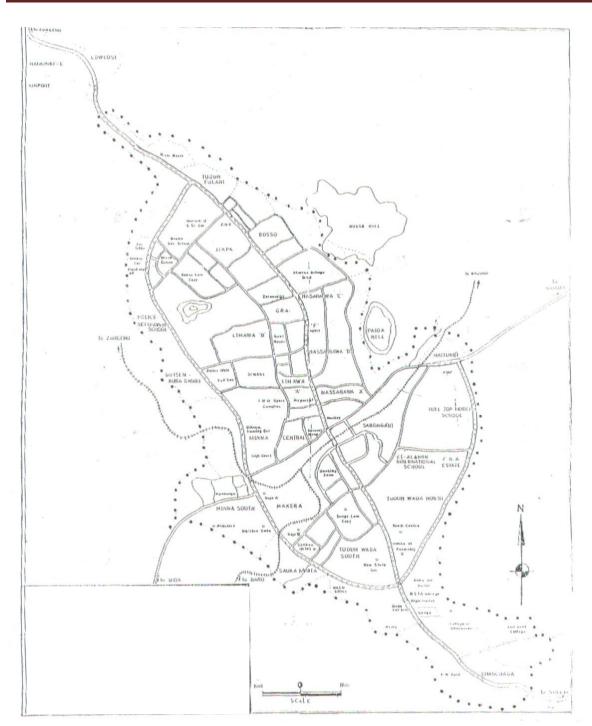


Fig.1: Archival map of Minna in analogue format

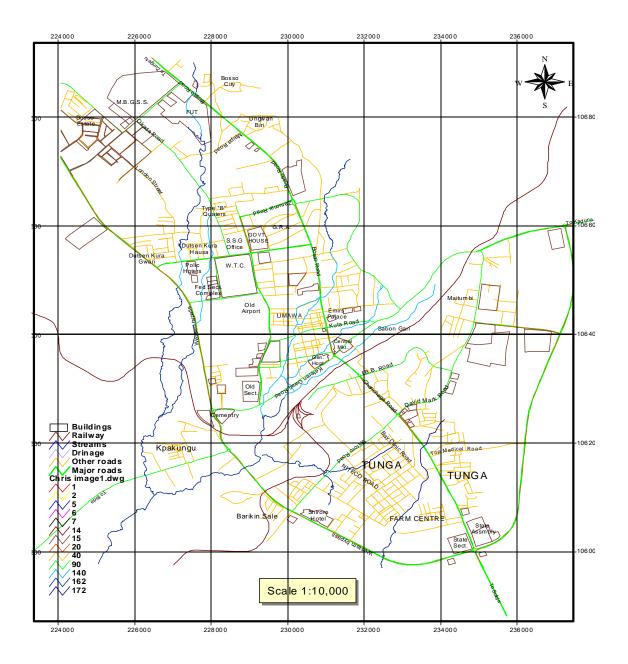


Fig.2: Georeferenced map of Minna in proper coordinates

Data Acquisition

Co-ordinate identification for this study was facilitated by the use of hand-held Global Positioning System (GPS) units. Stations of interest that were identified were appropriately geo-referenced and marked in the conventional way. The stations were re-visited with the carbon dioxide meter whence information about the sources of carbon dioxide and their corresponding values were logged progressively from one point to the next. About 9357 points of interest were identified for this study.

Presentation of Result

The dataset was presented in conformance with the Geographic Information System (GIS) protocol in terms of single static source representing a point shape, their numerical IDs, latitude, longitude, emission sources, rated output of sources, and the presence or absence of carbon

dioxide above the threshold. An illustration of the dataset showing 100 stations (coinciding for the precinct called Maikunkele) is presented as Table 1.

Table 1: Illustration of the dataset showing	g 100 stations for the Maikunkele precinct
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<i></i>			<i></i>		Emission		CO ₂ above
Shape	ID	Northing	Easting	Location (precinct)	sources	Rated output	350 ppm
Point	1	9.6515	6.5292	Maikunkele	*Generator	1.5kW	Present
Point	2	9.6514	6.5291	Maikunkele	Generator	1.5 kW	Present
		9.6513	6.5291	Maikunkele	Firewood	**N/A	Present
Point	3				hearth		
Point	4	9.6512	6.5286	Maikunkele	Generator	2.0 kW	Present
Point	5	9.6509	6.5288	Maikunkele	Generator	2.0 kW	Present
Point	6	9.6505	6.5290	Maikunkele	Generator	2.0 kW	Present
Point	7	9.6504	6.5290	Maikunkele	Generator	2.0 kW	Present
Point	8	9.6502	6.5289	Maikunkele	Generator	2.0 kW	Present
Point	9	9.6498	6.5289	Maikunkele	Generator	2.0 kW	Present
Point	10	9.6497	6.5288	Maikunkele	Generator	2.0 kW	Present
Point	11	9.6496	6.5287	Maikunkele	Generator	2.0 kW	Present
Point	12	9.6496	6.5286	Maikunkele	Generator	2.0 kW	Present
Point	13	9.6495	6.5284	Maikunkele	Generator	2.0 kW	Present
Point	14	9.6493	6.5283	Maikunkele	Generator	2.0 kW	Present
Point	15	9.6491	6.5281	Maikunkele	Generator	2.0 kW	Present
Point	16	9.649	6.5280	Maikunkele	Generator	2.0 kW	Present
Point	17	9.6488	6.5279	Maikunkele	Generator	2.0 kW	Present
Point	18	9.6487	6.5277	Maikunkele	Generator	2.0 kW	Present
Point	19	9.6486	6.5277	Maikunkele	Generator	2.0 kW	Present
1 On It	17	9.6485	6.5276	Maikunkele	Firewood	N/A	Present
Point	20	7.0405	0.5270	Maixarikere	hearth		Tresent
Point	20	9.6483	6.5274	Maikunkele	Coal hearth	N/A	Present
Point	22	9.6482	6.5274	Maikunkele	Coal hearth	N/A	Present
ronn	22	9.6482	6.5169	Maikunkele	Firewood	N/A	Present
Point	23	7.0402	0.5107	Maixarikere	hearth		TTCSCIII
Point	23 24	9.6479	6.5166	Maikunkele	Generator	7.5 kW	Present
Point	24 25	9.6479	6.5166	Maikunkele	Generator	1.5kW	Present
	25	9.6475	6.5165	Maikunkele	Generator	11.5 kW	Present
Point	20 27	9.6475 9.6477		Maikunkele		2.0 kW	Present
Point			6.5164 6.5162		Generator		
Point	28	9.6477	6.5163	Maikunkele	Generator	2.0 kW	Present
Delat	20	9.6479	6.5162	Maikunkele	Firewood	N/A	Present
Point	29	0 (170	/ 54/4	Matter al al a	hearth	NI / A	D
Point	30	9.6479	6.5161	Maikunkele	Coal hearth	N/A	Present
Point	31	9.6481	6.5161	Maikunkele	Coal hearth	N/A	Present
		9.6482	6.5158	Maikunkele	Firewood	N/A	Present
Point	32				hearth	0.0111	. .
Point	33	9.6481	6.5158	Maikunkele	Generator	2.0 kW	Present
Point	34	9.6484	6.5155	Maikunkele	Generator	2.0 kW	Present
Point	35	9.6484	6.5154	Maikunkele	Generator	2.0 kW	Present
Point	36	9.6483	6.5151	Maikunkele	Coal hearth	N/A	Present
Point	37	9.6482	6.5149	Maikunkele	Coal hearth	N/A	Present
Point	38	9.6479	6.5149	Maikunkele	Generator	2.0 kW	Present
Point	39	9.6477	6.5153	Maikunkele	Generator	2.0 kW	Present
Point	40	9.6476	6.5154	Maikunkele	Charcoal hearth	N/A	Present
		9.6474	6.5155	Maikunkele	Firewood	N/A	Present
Point	41				hearth		
Point	42	9.6474	6.5156	Maikunkele	Firewood	N/A	Present

					h th		
Point	43	9.6473	6.5157	Maikunkele	hearth Generator	2.0 kW	Present
Point	44	9.6472	6.5158	Maikunkele	Generator	2.0 kW	Present
		9.6470	6.5158	Maikunkele	Firewood	N/A	Present
Point	45				hearth		
Point	46	9.6470	6.5160	Maikunkele	Generator	7.5 kW	Present
Point	47	9.6469	6.5160	Maikunkele	Coal hearth	N/A	Present
Point	48	9.6468	6.5162	Maikunkele	Generator	2.0 kW	Present
Point	49	9.6467	6.5415	Maikunkele	Generator	2.0 kW	Present
		9.6466	6.5416	Maikunkele	Firewood	N/A	Present
Point	50				hearth		
Point	51	9.6136	6.5418	Maikunkele	Generator	12 kW	Present
Point	52	9.6136	6.5421	Maikunkele	Generator	2.0 kW	Present
Point	53	9.6137	6.5422	Maikunkele	Generator	7.5 kW	Present
Point	54	9.6137	6.5420	Maikunkele	Generator	12 kW	Present
Point	55	9.6137	6.5423	Maikunkele	Generator	2.0 kW	Present
Point	56	9.6138	6.5424	Maikunkele	Coal hearth	N/A	Present
		9.6138	6.5422	Maikunkele	Firewood	N/A	Present
Point	57				hearth		
Point	58	9.6138	6.5423	Maikunkele	Generator	12 kW	Present
Point	59	9.6137	6.5425	Maikunkele	Generator	2.0 kW	Present
Point	60	9.6137	6.5426	Maikunkele	Generator	2.0 kW	Present
Point	61	9.6139	6.5427	Maikunkele	Coal hearth	N/A	Present
Point	62	9.6139	6.5428	Maikunkele	Generator	11.5 kW	Present
Point	63	9.6139	6.5428	Maikunkele	Coal hearth	N/A	Present
		9.6139	6.5429	Maikunkele	Firewood	N/A	Present
Point	64				hearth		
Point	65	9.6139	6.5429	Maikunkele	Generator	2.0 kW	Present
Point	66	9.6139	6.5430	Maikunkele	Generator	2.0 kW	Present
Point	67	9.6139	6.5430	Maikunkele	Generator	2.0 kW	Present
Point	68	9.6140	6.5431	Maikunkele	Generator	7.5 kW	Present
Point	69	9.6139	6.5431	Maikunkele	Coal Hearth	N/A	Present
		9.6139	6.5432	Maikunkele	Firewood	N/A	Present
Point	70				hearth		
Point	71	9.6140	6.5433	Maikunkele	Coal hearth	N/A	Present
Point	72	9.6140	6.5434	Maikunkele	Coal hearth	N/A	Present
Point	73	9.6140	6.5433	Maikunkele	Generator	2.0 kW	Present
Point	74	9.6141	6.5435	Maikunkele	Generator	2.0 kW	Present
Point	75	9.6139	6.5436	Maikunkele	Generator	2.0 kW	Present
Point	76	9.6140	6.5436	Maikunkele	Generator	2.0 kW	Present
Point	77	9.6140	6.5437	Maikunkele	Generator	2.0 kW	Present
Point	78	9.6141	6.5438	Maikunkele	Coal hearth	N/A	Present
Point	79	9.6141	6.5439	Maikunkele	Generator	1.5 kW	Present
Point	80	9.6141	6.5439	Maikunkele	Coal hearth	N/A	Present
Point	81	9.6141	6.5440	Maikunkele	Generator	2.0 kW	Present
		9.6142	6.5441	Maikunkele	Firewood	N/A	Present
Point	82				hearth		
		9.6142	6.5442	Maikunkele	Firewood	N/A	Present
Point	83				hearth		
Point	84	9.6142	6.5443	Maikunkele	Coal hearth	N/A	Present
Point	85	9.6142	6.5443	Maikunkele	Generator	2.0 kW	Present
Point	86	9.6142	6.5451	Maikunkele	Generator	2.0 kW	Present
Point	87	9.6143	6.545	Maikunkele	Coal hearth	N/A	Present
Point	88	9.6145	6.5451	Maikunkele	Firewood	N/A	Present

					hearth			
Point	89	9.6144	6.5452	Maikunkele	Coal hearth	N/A	Present	
Point	90	9.6144	6.5453	Maikunkele	Generator	7.5 kW	Present	
Point	91	9.6145	6.5454	Maikunkele	Generator	2.0 kW	Present	
		9.6145	6.5455	Maikunkele	Firewood	N/A	Present	
Point	92				hearth			
Point	93	9.6145	6.5457	Maikunkele	Generator	11.5 kW	Present	
Point	94	9.6145	6.5458	Maikunkele	Generator	2.0 kW	Present	
Point	95	9.6146	6.5460	Maikunkele	Coal hearth	N/A	Present	
		9.6146	6.5460	Maikunkele	Firewood	N/A	Present	
Point	96				hearth			
Point	97	9.6146	6.5461	Maikunkele	Generator	2.0 kW	Present	
Point	98	9.6147	6.5462	Maikunkele	Generator	2.0 kW	Present	
Point	99	9.6147	6.5464	Maikunkele	Generator	2.0 kW	Present	
		9.6147	6.5466	Maikunkele	Coal hearth	N/A	Present	
Point	100							

*Generator = Generic term for petrol- or diesel-powered electric generator; **N/A = Not applicable

Naming of Locations on Digitised Maps: From the theme and edit icons of the ArcView GIS 3.3 menu, the text mode was enabled in order that locations on the map could be named.

Creation of a Database and the CO_2 Emission Layer Map on the ArcView3.3 Platform: The conventional database contains rows and columns, geographic coordinates of the locations of CO_2 emissions, sources of emissions, rating of sources of emissions, and emission status. An illustration of a portion of the dataset of study corresponding to the Minna central district on the ArcView3.3 is shown in Fig.3.

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t 30 0 t 30 0 0 t 40 0 0 0 t 40 0 0 0 0 t 40 0 0 0 0 0 t 50 0 </td <td>09365040° / 006333 96° 09365040° / 006333 96° 09365040° / 006333 96° 09365040° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 95° 09365042° / 006333 95° 09365142° / 006332 85° 09365144° / 006332 12° 09365144° / 006332 12° 09365141° / 006332 12° 09365114° / 006332 12° 09365114° / 006332 12°</td> <td>Adumbu Complex Pel Adumbu Complex Pel Adumbu Complex Pel Adumbu Complex On Adumbu Complex Mill Old Givadabe Market We Adumbu Complex Mill Old Givadabe Market Col Old Givadabe Market Col Old Givadabe Market Bu Rahaya Quaters Firit Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pin Rahaya Quaters Pin Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit</td> <td>strol Generator strol Generator sarccal Hearth illing Machine elding Workshop illing Machine illing Machine sevod Hearth sevod Hearth strol Generator strol Generator strol Generator illing Machine ewood Hearth ewood Hearth</td> <td>50H2 220v 830.0 50H2 220v 828.0 628.0 50H2 220v 37KVA, 5H,P 915.0 915.0 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 628.0 542.0 542.0 50H2 818.0 50H2 818.0</td> <td>Tiger Yamaha Viking Viking Yamaha Yamaha Yamaha Honda Yamaha Yamaha Handa Yamaha Atiss Yamaha</td> <td>Present Present Presen</td> <td></td>	09365040° / 006333 96° 09365040° / 006333 96° 09365040° / 006333 96° 09365040° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 95° 09365042° / 006333 95° 09365142° / 006332 85° 09365144° / 006332 12° 09365144° / 006332 12° 09365141° / 006332 12° 09365114° / 006332 12° 09365114° / 006332 12°	Adumbu Complex Pel Adumbu Complex Pel Adumbu Complex Pel Adumbu Complex On Adumbu Complex Mill Old Givadabe Market We Adumbu Complex Mill Old Givadabe Market Col Old Givadabe Market Col Old Givadabe Market Bu Rahaya Quaters Firit Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pel Rahaya Quaters Pin Rahaya Quaters Pin Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit Rahaya Quaters Firit	strol Generator strol Generator sarccal Hearth illing Machine elding Workshop illing Machine illing Machine sevod Hearth sevod Hearth strol Generator strol Generator strol Generator illing Machine ewood Hearth ewood Hearth	50H2 220v 830.0 50H2 220v 828.0 628.0 50H2 220v 37KVA, 5H,P 915.0 915.0 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 220v, 50H2 75KVA 628.0 542.0 542.0 50H2 818.0 50H2 818.0	Tiger Yamaha Viking Viking Yamaha Yamaha Yamaha Honda Yamaha Yamaha Handa Yamaha Atiss Yamaha	Present Presen	
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t 6 0' t 7 0' t 8 0' t 9 0' t 10 0' t 10 0' t 12 0' t 14 0' t 14 0' t 14 0' t 18 0' t 18 0' t 18 0' t 20 0' t 21 0' t 22 0' t 23 0'	093650407 / 006333 96" 093650427 / 006333 96" 093650407 / 006333 96" 093650407 / 006333 96" 093650427 / 006333 95" 093650427 / 006332 95" 093651 47 / 006332 12" 093651 147 / 006332 12" 093651 147 / 006332 25" 093651 147 / 006332 28" 093651 147 / 006332 28" 093651 147 / 006332 28" 093651 147 / 006332 28"	Adumbu Complex Mill Old Givadabe Market W/ Adumbu Complex Mill Old Givadabe Market Col Old Givadabe Market Col Old Givadabe Market Bur Railway Quaters Firit Railway Quaters Pet Railway Quaters Pet Railway Quaters Col Railway Quaters Mill Railway Quaters Firit Railway Quaters Firit Railway Quaters Firit Railway Quaters Firit Railway Quaters Firit Railway Quaters Firit	illing Machine elding Workshop ling Machine böblers Filling Machine as Park ewood Hearth trol Generator ascoal Hearth ling Machine ewood Hearth ewood Hearth	50Hz 220v 3 7KVA, 5H P 816.0 216.0 220v, 50Hz 7 5KVA 220V, 50Hz 7 5KVA 220V, 50Hz 7 5KVA 460.0 815.0 826.0 542.0 563.0 50Hz 818.0	Viking Viking Yanaha Yanaha Yanaha Honda Yanaha Yanaha Atas Yanaha	Present	
t 7 00 8 8 0 1 9 00 1 10 00 1 11 0 1 12 00 1 13 00 1 20 00 1 20 00 1 23 00	09365042 / 006333 95' 09365040 / 006333 96' 09365042 / 006333 96' 09365042 / 006333 96' 09365042 / 006333 95' 09365042 / 006333 95' 093650147 / 006332 12' 093651147 / 006332 55' 093651147 / 006332 75' 093651147 / 006332 75' 093651147 / 006332 16' 093651147 / 006332 16' 093651147 / 006332 16'	Old Gwadabe Market Virk Adumbu Complex Mill Adumbu Complex Mill Old Gwadabe Market Coll Old Gwadabe Market Du Ralway Quaters Filr Ralway Quaters Pel Ralway Quaters Ch Ralway Quaters Ch Ralway Quaters Filr	elding Workshop Illing Machine Illing Machine sobbles Filling Machine as Park ewood Hearth etrol Generator accol Hearth Illing Machine ewood Hearth ewood Hearth	816.0 816.0 220v, 50Hz 7.5KVA 220V, 50Hz 7.5KVA 480.0 815.0 826.0 542.0 568.0 564.2 828.0 50Hz 818.0	Viking Viking Yamaha Yamaha Honda Yamaha Yamaha Yamaha Atlas Yamaha	Present	
t 8 0' t 9 0' t 10 0' t 11 0' t 12 0' t 13 0' t 15 0' t 16 0' t 18 0' t 19 0' t 20 0' t 21 0' t 22 0' t 23 0' t 24 0'	09365040° / 006333 96° 09365042° / 006333 96° 09365042° / 006333 95° 09365042° / 006333 95° 09365124° / 006332 95° 09365114° / 006332 12° 09365114° / 006332 12° 09365114° / 006332 12° 09365131° / 006332 12° 09365131° / 006332 86° 09365132° / 006332 16°	Adumbu Complex Mill Adumbu Complex Market Old Givadabe Market Col Old Givadabe Market Bur Ralway Quaters Fire Ralway Quaters Pel Ralway Quaters Pel Ralway Quaters On Ralway Quaters Mill Ralway Quaters Fire Ralway Quaters Fire Ralway Quaters Fire Ralway Quaters Cal	Illing Machine Illing Machine boblers Filling Machine is Park evood Hearth etrol Generator harcoal Hearth Illing Machine evood Hearth evood Hearth	816.0 220V, 50Hz 7.5KVA 220V, 50Hz 7.5KVA 220V, 50Hz, 20W 460.0 815.0 826.0 526.0 542.0 542.0 568.0 56Hz 818.0	Viking Yamaha Yamaha Honda Yamaha Yamaha Atlas Yamaha	Present	
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t 19 0 t 20 0 t 21 0 t 22 0 t 23 0 t 24 0	09'36'51.24" / 006'33'2.16" 09'36'51.32" / 006'33'2.45"	Railway Quaters Cal		1017.0			
t 20 0 21 0 t 22 0 t 23 0 t 23 0	09'36'51.32" / 006'33'2.45"			826.0	Yamaha	Present	
t 21 0 t 22 0 t 23 0 t 24 0		Railway Quaters Mill	illing Machine	826.0	Yamaha	Present	
22 01 23 01 24 01	09'36'51.19" / 006'33'2.32"		illing Machine Electrical	50Hz	Yamaha	Present	
t 23 01 t 24 01	09'36'51.16" / 006'33'2.12"		iling Machine Electrical strol operated milling machin		Honda	Present	
t 24 0	09'36'51.84" / 006'33'2.88"		ewood Hearth	816.0	Honda	Present	
	09'36'36.84" / 006'33'2.36"		ewood Hearth	826.0	Yamaha	Present	
2010							
26 0	09'36'51.20" / 006'33'2.64"		ewood Hearth	826.0 220v. 50Hz 7.5KVA	Yamaha Honda	Present	
	09'36'51.76" / 006'33'2.92"		apentery Workshop			Present	
	09'36'51.32" / 006'33'2.91"		assava Flour	220v, 50Hz 7.5KVA 816.0	Honda	Present	
	09'36'51.14" / 006'33'2.78"		ewood Hearth		Honda	Present	
	09'36'51.81" / 006'33'2.15"		ewood Hearth	220v, 50Hz 7.5KVA	Honda	Present	
	09'36'51.19" / 006'33'2.32"		ewood Hearth	50Hz 220v 828.0	Honda	Present	
	09'36'51.91" / 006'33'2.87"		illing Machine	50Hz 220v 828.0	Honda	Present	
	09'36'51.41" / 006'33'2.76"		ewood Hearth	50Hz 220v 828.0	Yamaha	Present	
	09'36'51.84" / 006'33'2.88"		ewood Hearth	220V,50HZ, 20W	Honda	Present	
	09'36'51.13" / 006'33'2.21"		ewood Hearth	816.0	Yamaha	Present	
	09'36'51.16" / 006'33'2.93"		illing Machine	220V,50HZ, 20W	Yamaha	Present	
	09'36'51.84" / 006'33'2.88"		illing Machine	816.0	Yamaha	Present	
t 36 0	09'36'51.84" / 006'33'2.88"	Railway Quaters Fire	ewood Hearth	220V,50HZ, 20W	Honda	Present	

Fig.3: A portion of the dataset of study corresponding to the Minna central district on the ArcView GIS 3.3

The database was inputted and hot-linked to the geospatial data. Thus where CO_2 is present above the threshold of 350ppm, a dot is indicated on the map. The process of hot-linking the database and the digitised map on ArcView3.3 is shown in Fig.4. The CO_2 emission status map on ArcView3.3 is shown in Fig. 5.

🔍 ArcView	GIS 3.3										
Attribu	Attributes of Co2.shp										
Shape Id		Location	Source	Rating	Manufactur	Remarks					
Point	1 09'36'51.84" / 006'33'2.88"	Railway Quaters	Firewood Hearth	816.0		Present	<u> </u>				
Point	2 09'36'50'50.76"/006'33'4.32"	Railway Quaters	Firewood Hearth	817.0	·	Present					
Point Point	3 09'36'50'40" / 006'33'3.96" 4 09'36'50'40" / 006'33'3.96"	Adumbu Complex Adumbu Complex	Petrol Generator Petrol Generator	50Hz 220v 830.0 50Hz 220v 828.0	Tiger Tiger	Present Present					
Point	5 09'36'50'40" / 006'33'3.96"	Adumbu Complex	Charcoal Hearth	626.0	Yamaha	Present					
Point Point	6 09'36'50'40" / 006'33'3.96" 7 09'36'50'42" / 006'33'3.95"	Adumbu Complex Old Gwadabe Market	Milling Machine Welding Workshop	50Hz 220v 3.7KVA, 5H.P 816.0	Viking	Present Present					
Point	8 09'36'50'40" / 006'33'3.96"	Adumbu Complex	Milling Machine	816.0	Viking	Present					
Point	9 09'36'50'40" / 006'33'3.96"	Adumbu Complex Old Gwadabe Market	Milling Machine	220v, 50Hz 7.5KVA	Viking	Present					
Point Point	10 09'36'50'42" / 006'33'3.95" 11 09'36'50'42" / 006'33'3.95"	Old Gwadabe Market	Cobblers Filling Machine Bus Park	220V,50HZ, 20W 460.0	Yamaha Yamaha	Present Present					
Point	12 09'36'51.24" / 006'33'2.12"	Railway Quaters	Firewood Hearth	815.0	Yamaha	Present					
Point Point	13 09'36'51.74" / 006'33'2.12" 14 09'36'5118/ 006'33'2.55"	Railway Quaters Railway Quaters	Petrol Generator Petrol Generator	826.0 542.0	Honda Yamaha	Present Present					
Point	15 09'36'51.14" / 006'33'2.82"	Railway Quaters	Charcoal Hearth	628.0	Yamaha	Present					
Point	16 09'36'51.81" / 006'33'2.79"	Railway Quaters	Milling Machine	50Hz	Atlas	Present					
Point Point	17 09'36'51.34" / 006'33'2.12" 18 09'36'51.11" / 006'33'2.86"	Railway Quaters Railway Quaters	Firewood Hearth Firewood Hearth	818.0 817.0	Yamaha Yamaha	Present Present					
Point	19 09'36'51.24" / 006'33'2.16"	Railway Quaters	Calabash Carver	826.0	Yamaha	Present					
Point Point	20 09'36'51.32" / 006'33'2.45" 21 09'36'51 19" / 006'33'2.22"	Railway Quaters Railway Quaters	Milling Machine Milling Machine Electrical	826.0 50Hz	Yamaha Yamaha	Present Present					
Point Point	21 09'36'51.19" / 006'33'2.32" 22 09'36'51.16" / 006'33'2.12"	Railway Quaters	Milling Machine Electrical Petrol operated milling machine		Yamaha Honda	Present					
Point	23 09'36'51.84" / 006'33'2.88"	Railway Quaters	Firewood Hearth	816.0	Honda	Present					
Point Point	24 09'36'36.84" / 006'33'2.36" 25 09'36'51.20" / 006'33'2.64"	Railway Quaters Railway Quaters	Firewood Hearth Firewood Hearth	826.0 826.0	Yamaha Yamaha	Present Present					
Point	26 09'36'51.76" / 006'33'2.92"	Railway Quaters	Capentery Workshop	220v, 50Hz 7.5KVA	Honda	Present					
Point	27 09'36'51.32" / 006'33'2.91"	Railway Quaters	Cassava Flour	220v, 50Hz 7.5KVA	Honda	Present					
Point Point	28 09'36'51.14" / 006'33'2.78" 29 09'36'51.81" / 006'33'2.15"	Railway Quaters Railway Quaters	Firewood Hearth Firewood Hearth	816.0 220v, 50Hz 7.5KVA	Honda Honda	Present Present					
Point	30 09'36'51.19" / 006'33'2.32"	Railway Quaters	Firewood Hearth	50Hz 220v 828.0	Honda	Present					
Point Point	31 09'36'51.91" / 006'33'2.87" 32 09'36'51.41" / 006'33'2.76"	Railway Quaters Railway Quaters	Milling Machine Firewood Hearth	50Hz 220v 828.0 50Hz 220v 828.0	Honda Yamaha	Present Present					
Point	33 09'36'51.84" / 006'33'2.88"	Railway Quaters	Firewood Hearth	220V,50HZ, 20W	Honda	Present					
Point	34 09'36'51.13" / 006'33'2.21"	Railway Quaters	Firewood Hearth	816.0	Yamaha	Present					
Point Point	34 09'36'51.16" / 006'33'2.93" 35 09'36'51.84" / 006'33'2.88"	Railway Quaters Railway Quaters	Milling Machine Milling Machine	220V,50HZ, 20W 816.0	Yamaha Yamaha	Present Present					
Point	36 09'36'51.84" / 006'33'2.88"	Railway Quaters	Firewood Hearth	220V,50HZ, 20W	Honda	Present					
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Point Point	5 09'36'50'40" / 006'33'3 6 09'36'50'40" / 006'33'3	96" Adumbu Complex	Charcoal Heart Milling Machine	TX:	- the	1 H					
✓ Point Point Point	7 09'36'50'40' / 006'33'3 8 09'36'50'40'' / 006'33'3	95" Old Gwadabe Market	Welding Work:	ZF	PAPER						
- Point	9 09'36'50'40' / 006'33'3 9 09'36'50'40'' / 006'33'3 10 09'36'50'42'' / 006'33'3	36" Adumbu Complex	Milling Machine Milling Machine	1	TAR	7AL a V					
Point Point	11 09'36'50'42" / 006'33'3.	95" Old Gwadabe Market	Cobblers Filling Bus Park Firewood Hear	1.1	1 KRI	AT TIL					
Point Point	12 09'36'51.24" / 006'33'2 13 09'36'51.74" / 006'33'2	12" Railway Quaters	Petrol Generati			Phillip -					
Point Point	14 09'36'5118/ 006'33'2.55 15 09'36'51.14" / 006'33'2	82" Railway Quaters	Petrol Generati Charcoal Heart	Joarna		KART -					
Point Point	16 09'36'51.81" / 006'33'2. 17 09'36'51.34" / 006'33'2.		Milling Machine Firewood Hear	L.		N MARY					
Point	18 09'36'51.11" / 006'33'2 19 09'36'51.24" / 006'33'2	86" Railway Quaters 16" Railway Quaters	Firewood Hear Calabash Carv	1	Dean Art	Y Kanton Y					
Point	20 09'36'51.32" / 006'33'2. 21 09'36'51.19" / 006'33'2.	45" Railway Quaters	Milling Machine Milling Machine		1000	T Connect					
Point	22 09'36'51.16" / 006'33'2 23 09'36'51.84" / 006'33'2	12" Railway Quaters	Petrol operatec Firewood Hear) Le		TAD	$\langle \rangle$				
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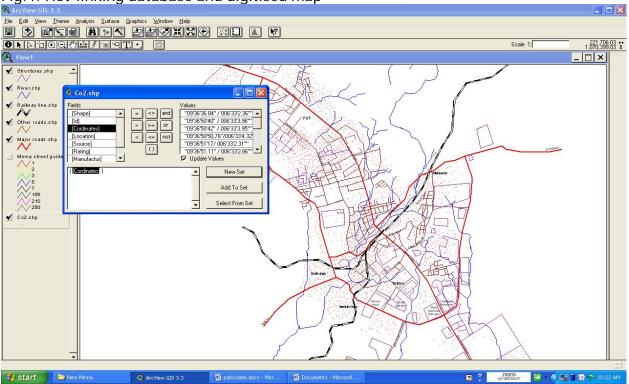


Fig.4: Hot-linking database and digitised map

Fig.5: CO₂ emission status map on ArcView3.3

Fig.6 is the "zoom mode" of Fig.5, showing clearer details of the CO₂ emission status.

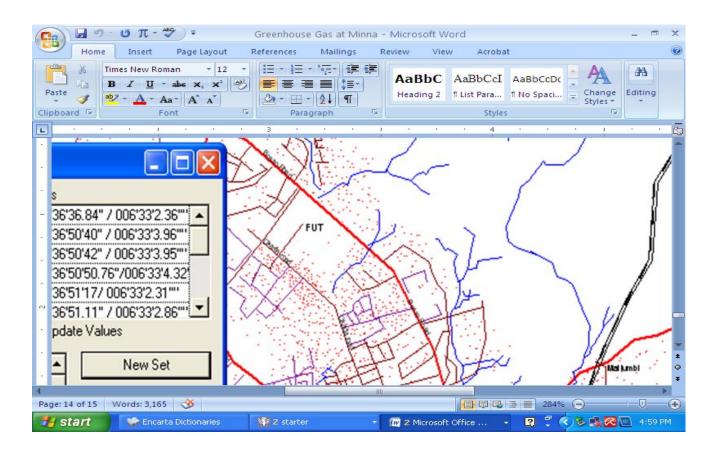


Fig.6: "Zoom mode" of Fig.5

Conclusion

The map of Fig.5 is the GIS CO_2 emission layer map of Minna, PC-compatible, interactive, and can be readily interfaced with the Minna Geographic Information System (MGIS) at a point in the near future. The map of Fig.5 is a veritable planning tool and virtual audit mechanism in the hands of the local authorities charged with urban decongestion and public health education. This study is the kernel of a planned series of studies on air pollution and CO_2 emission issues to be carried out across Nigeria.

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