



CCDA-V

Africa, sustainable development and climate change
Prospects of Paris and beyond

ClimDev-Africa



GREENING THE ROAD TRANSPORT SECTOR:

Prospects and policy Implications for Kenya

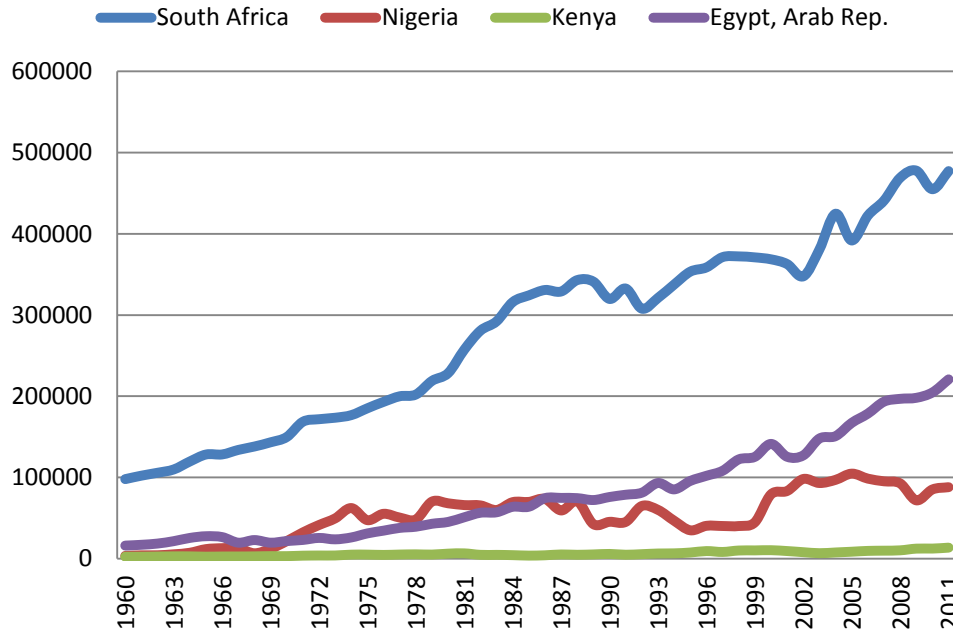
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Problem statement

CO2 emissions (kt)



Source: World Bank Statistics

- 80% of growth in emissions expected to be from road sector (IPCC, 2013)
- Rapidly growing urban populations and policy focus on motorization
- The paper reviews policy frameworks and assesses opportunities for scaling up green actions

“Urban transport represents one of the fastest growing sources of greenhouse gas emissions that contribute to global climate change”

- UNCRD, 2009



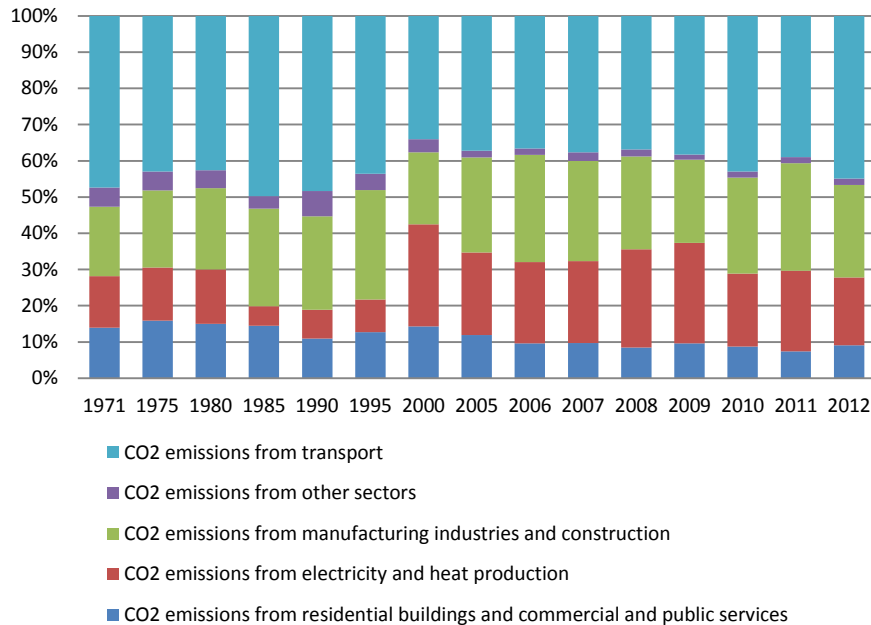
Kenya's Road Transport Sector



☐ Low global contribution, but GHG expected to triple between 2010 and 2030

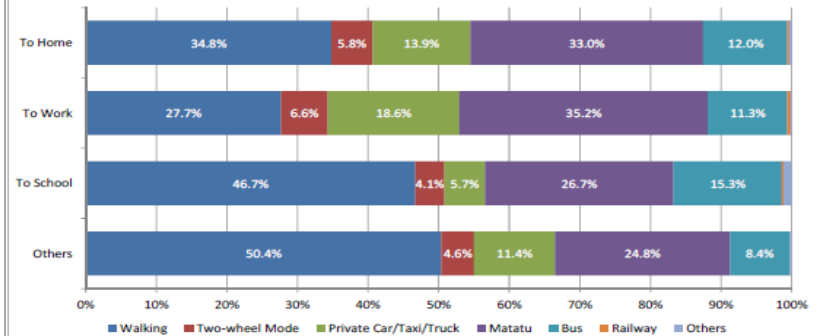
☐ Majority of individual trips still done on foot

CO₂ Emissions by Sector in Kenya

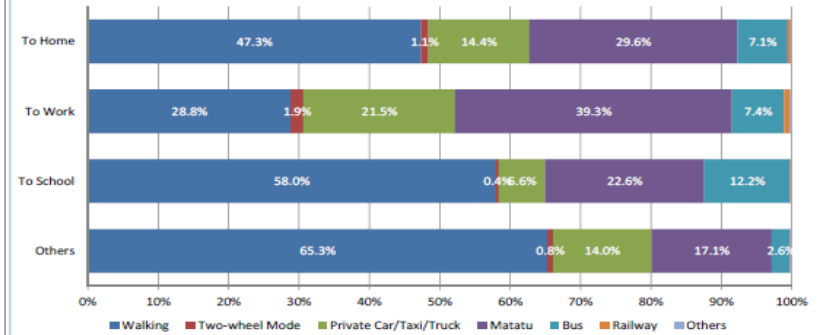


Source: World Bank Statistics

Modal Share by Trip Purpose 2013



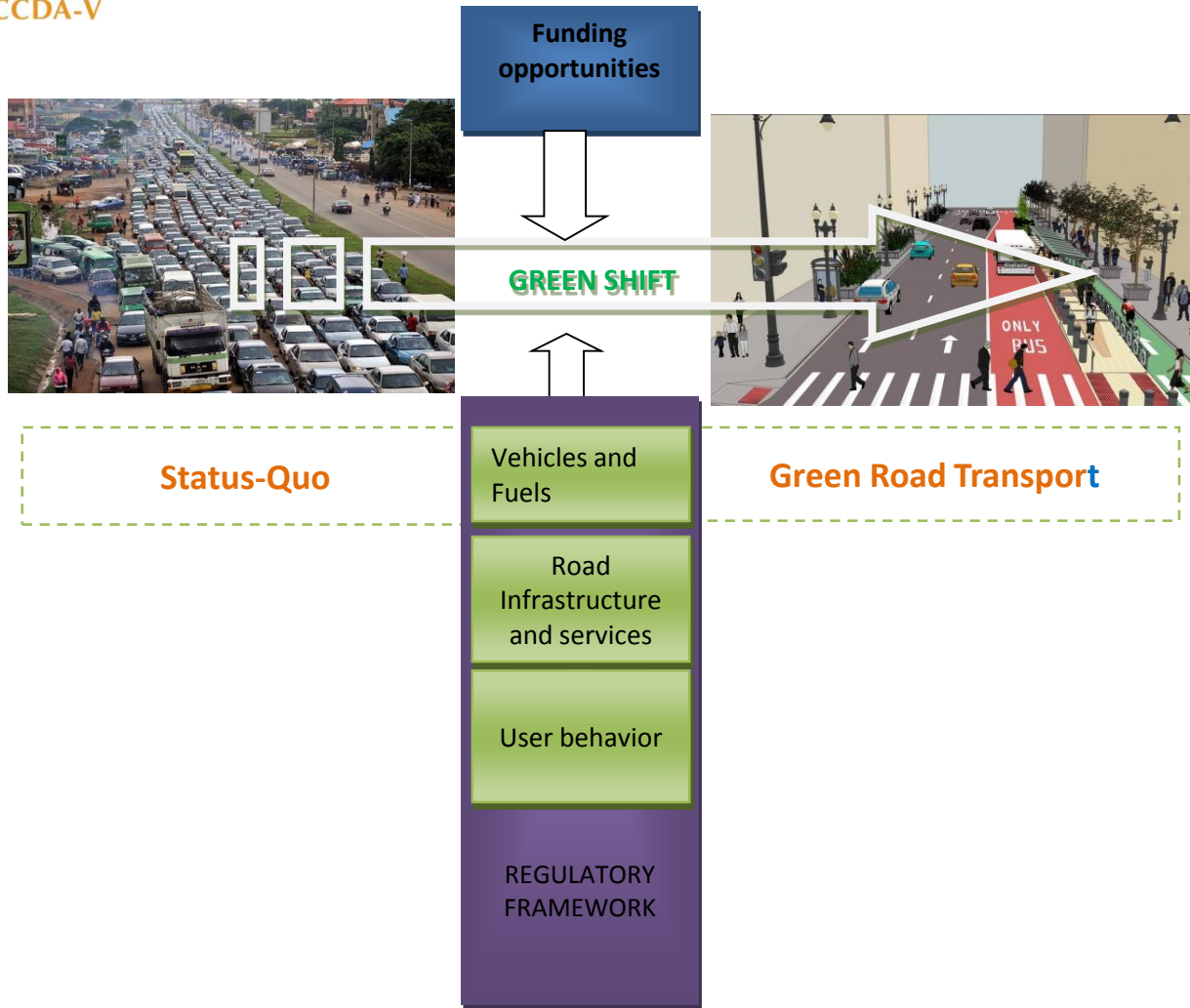
Modal Share by Trip Purpose 2004



Source: Nairobi Integrated Master Plan(2015)

« for green actions to be sustainable, they must be inclusive »

Methods



Review of policy frameworks versus Government initiatives

- National Integrated Transport Policy
- Climate Change Action Plan
- Specific standards and Specifications



Key Findings: Private Car Use

Green Initiatives	Policy Gaps	Policy Recommendation
8 year age limit on the importation of vehicles.	<ul style="list-style-type: none"> • Lack of compliance 	<ul style="list-style-type: none"> • Limit the importation of old vehicles by raising taxes on imported cars while encouraging local assembly • Adoption of a buy-back systems
There is an established Motor Vehicle Inspection Unit (MVIU)	<ul style="list-style-type: none"> •Established visual formula to inadequate •Lax implementation 	<ul style="list-style-type: none"> • Increase the capacity of the MVIU • compulsory annual requirement for emissions tests o
Phasing Out of leaded fuel	Unleaded fuel still contains GHG emissions	<ul style="list-style-type: none"> • Adoption of new fuel blends • Adoption of Low sulphur gasoline • Development of a bio-fuel policy
Existence of Integrated National Transport Policy:	<ul style="list-style-type: none"> •Congestion persists •Disjointed land use planning and transport planning actions 	<ul style="list-style-type: none"> • The development of an urban transport policy • Establish a Metropolitan Transport Authority (MTA) • Integration of smart growth options
Feebates and subsidies	The feebates are not exclusive to motor vehicles and emissions	<ul style="list-style-type: none"> • A fiscal policy encouraging car buyers to prefer more efficient, lower emission vehicles
Road traffic management information systems	insufficient and unreliable data f	<ul style="list-style-type: none"> • Road traffic management information systems.. • ICT and mobile options



Key Findings: Public transport



- Bus Rapid Transport (BRT) supported but not implemented
- Unmanaged public transport sector
- Non-Motorised transport still undeveloped with policy silent



Conclusions/Recommendations

- NMT support policy frameworks lacking
- BRT system supported but not implemented
- Synergies between integrated land use planning and transport management integral
- Modal shift
- ICT evolution